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PRINCIPAL CONTENTS.

The Proposed New Railroad Route from Boston to the West.....	1505
International Railway Congress.....	1505
Baltimore and Ohio Railroad.....	1505
Erie Railway.....	1508
California Narrow Gauge Railroads.....	1509
Cheshire Railroad.....	1509
Telegraph News.....	1509
Gaithersville Branch Railroad.....	1509
Railroad Earnings.....	1510
Federal and State Securities.....	1512
Dividend and Interest Tables.....	1511, 1513
Railroad Share List.....	1522
Stock Exchange and Money Market.....	1529
The Pacific Railroad Land Grants.....	1505, 1531
Little Rock and Ft. Smith Railroad.....	1531
Nashua and Rochester Railroad.....	1531
Virginia State Debt.....	1532
Chesapeake and Ohio Canal.....	1532
The Coal Trade.....	1532

American Railroad Journal.

New York, Saturday, November 28, 1874.

The Proposed New Railroad Route from Boston to the West.

The project of a new and direct railroad route from Boston to the West is attracting the attention of business men of that city. The proposed line involves the construction of only eighteen miles of new road, together with the bridging of the Hudson River at Poughkeepsie, and then there is a direct route afforded from Boston to all points in Pennsylvania, the great South, and the still greater West and Southwest. From Boston the route is over the New York and New England Railroad to Willimantic; thence to Hartford over the Hartford, Providence and Fishkill Railroad, and from Hartford to Poughkeepsie via the Connecticut Western and Poughkeepsie and Eastern Railroads. Here a bridge is to be built over the Hudson—the charter for which already exists—and then the construction of eighteen miles of road over a level country to a place known as Pine Bush, and the new line by the Pennsylvania route is realized. The cost of the new road to be constructed will be about \$500,000 and the time oc-

cupied will be about six months. Work, it is understood, will be commenced at once, and if the road is finished before the bridge the trains will be taken across the Hudson at Poughkeepsie by means of large boats, the same as those on which the Boston and New York Shore line trains are carried across the Thames River at New London. The new route will be through the very heart of the manufacturing districts of Massachusetts, Rhode Island, Connecticut and Eastern New York, and they will be put in direct and short communication with the coal fields of Pennsylvania and all the other points reached by the roads managed by the Pennsylvania combination. It is proposed to run through express trains between Boston, Philadelphia, Pittsburg, Cincinnati and Washington, thus saving to Eastern passengers 100 miles in distance and the delay and expense of transfer now necessary at New York and Jersey City.

International Railway Congress.

The Swiss Government recently presented notes at London, Berlin, Paris, St. Petersburg, Vienna, and Rome, proposing to convoke an international congress of all railway administrations in Europe. The following four points are, as it is stated, proposed for deliberation:

1. The limits of the responsibility of the company which originally receives goods for a distant destination and that of the companies which transport the goods afterward.
2. What is to be considered a competent tribunal in case of disputes between the diverse interests?
3. The establishment of a uniform procedure to ascertain the damages caused to goods during the time that they are in the keeping of the railway companies.
4. The acceptance, as a general rule, that the company which finally delivers the goods shall be responsible to the receiver, receiving of course, its rights as against the companies which preceded it in the carrying.

The Union and Central Pacific Railroad Land Grants Confirmed.

In 1869 a "commission of five eminent citizens" were appointed to examine into the condition of the Union and Central Pacific railroads, who reported that about two million dollars would be necessary to supply deficiencies of both roads. Secretary Cox at that time directed the Commissioner of the General Land Office to withhold from them one half of the land grant as security for the

supply of deficiencies of the road. The reports of the Commissioners who recently examined the roads say the Union Pacific has since that period expended two million two hundred and fifteen thousand dollars, and the Central Pacific expended five million five hundred thousand dollars in excess of the sum first named. The deficiencies having been supplied and the roads considered as complete, the reports were submitted by the Secretary of the Interior to the President, who, on recommendation of the Secretary, has directed a revocation of the order of Secretary Cox withholding patents for half the lands, which will therefore be released to those companies.

Baltimore and Ohio Railroad. FORTY-EIGHTH ANNUAL REPORT.

The annual report for the fiscal year ended September 30, 1874, shows the revenues of the main stem, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan roads have been.....\$11,693,955 55
Of the Washington Branch..... 378,323 31
Of the Parkersburg Branch..... 802,066 53
Of the Central Ohio Division..... 1,004,856 13
Of the Lake Erie Division..... 787,168 13
Of the Chicago Division..... 64,058 08
Of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield Railroad)..... 49,888 96
Of the Newark, Somerset & Straitsville Railroad..... 172,278 68

Total.....\$14,947,090 42

Showing a decrease compared with 1873 of \$746,108 04; showing an increase compared with 1872 of \$1,320,413 11; showing an increase compared with 1871 of \$2,389,561; showing an increase compared with 1870 of \$4,106,719 94.

I.—OF THE MAIN STEM.

The expenses of working and keeping the roads and machinery in repair amounted to \$6,676,896 26, being 57.08 per cent upon the earnings, showing a decrease of 2.64 per cent compared with the previous year. The following analytic statement is given in order to furnish particulars of the expenses in comparison with the two preceding years:

MAIN STEM.

Statement of the earnings and working expenses for the fiscal years 1872, 1873 and 1874, including the Winchester and Potomac, Winchester and Strasburg, the Strasburg and Harrisonburg, the Washington County and the Metropolitan Branch roads;

	1872.	1873.	1874.
Earnings	\$10,651,471 62	\$12,462,843 73	\$11,693,955 55
Expenses:			
General expenses...	\$89,517 73	\$104,130 33	\$122,742 22
Losses by accidents, &c.....	63,151 21	63,445 63	55,374 33
Expenses transportation.....	1,948,247 86	2,380,864 24	2,291,900 77
Repairs railway.....	1,679,739 10	1,974,403 14	1,540,223 88
Repairs of water stations.....	51,127 95	65,538 86	34,974 99
Repairs & construction of depots.....	103,342 22	138,738 36	140,759 75
Repairs bridges.....	175,203 71	259,958 89	245,822 24
Repairs tel. lines.....	16,429 23	29,772 67	35,916 13
Repairs stationary machinery.....	195,429 68	212,281 78	185,720 12
Watching cuts.....	47,951 32	50,412 80	57,654 37
Watching tunnels.....	4,111 80	6,528 00	6,434 25
Watching bridges.....	12,392 60	14,485 99	23,257 67
Pumping water.....	27,175 96	31,350 78	32,951 68
Repairs locomotives.....	662,427 26	629,091 93	598,384 30
Repairs pas. cars.....	117,598 56	141,641 50	167,391 26
Repairs burden cars.....	433,318 33	598,688 93	542,199 58
Cleaning engine & cars.....	103,504 41	131,984 47	131,874 30
Contingent expense machinery dept't.....	8,063 85	8,168 37	8,282 45
Fuel.....	321,836 30	391,189 01	423,119 10
Preparing fuel and filling tenders.....	41,720 96	57,422 47	58,015 36
	\$6,122,399 93	\$7,318,047 79	\$6,675,895 26

Earnings more than expenses\$4,532,071 69 \$4,934,795 99 \$5,018,060 29
Working expenses, 57.46 per ct. 59.72 per ct. 57.08 per ct.

It is shown that the earnings, in comparison with the fiscal year 1873, have decreased \$558,888 23, and the working expenses \$642,152 53, making a comparative increase in the net profits of \$88,264 30. Compared with the fiscal year 1872, the increase of earnings being \$1,039,483 93, and of working expenses \$553,495 33, the increase of net profits amounts to \$485,988 60.

During the fiscal year the sinking fund for the redemption of the city loan increased to \$1,647,753 20, showing a gain of \$108,900.

Under the action of the sinking fund for the redemption of the sterling loan of 1895, £71,600 of bonds have been purchased in London; thus, at \$4 84 per pound sterling, reducing the debt \$346,544, and showing a gain during the fiscal year of £19,600, equivalent at \$4 84 per pound sterling to \$94,864.

In accordance with the principles on which the sinking fund for the redemption of the sterling loan, which matures in 1902, is established, the sum invested amounts to £33,200, which, at \$4 84 per pound sterling, reduces this debt \$305,888, £24,000 per annum are appropriated for this sinking fund, which, with the interest accruing from its accumulations, will, it is expected, redeem and cancel these bonds prior to their maturity.

In order to press its varied and important works rapidly to completion, the company determined to effect a further loan in Europe. In January last £2,000,000 six per cent bonds, which will mature in 1910, were negotiated on very satisfactory terms by Messrs. J. S. Morgan & Co., in London.

The financial strength and conservative policy of the company, so constantly and firmly maintained, again attracted the attention of European capitalists to such an extent that the subscriptions for the loan enormously exceeded the amount to which the company had decided to limit it.

In the midst of the general depression, it will be satisfactory to the shareholders in the Baltimore and Ohio Company to see the bonds on their line so appreciated that they rank at the highest grade of American railway securities in Europe.

An accumulative sinking fund of £18,000 per annum will be applied half-yearly in the months of November and May, to purchasing the bonds of the loan due in 1910 at the market price, if not above par. Otherwise the amount will be invested in securities for account of the sinking fund, which can only be applied in the redemption of the bonds. It is expected that this appropriation from the revenue annually, with the interest accruing thereon, will liquidate the entire loan prior to its maturity.

The surplus fund of the company, 30th September, 1874, is \$2,144,160 15. The entire mortgage indebtedness (including the loan made in January last, of £2,000,000 in currency and sterling) is

\$29,061,664 80. It is thus shown that the surplus fund, representing capital derived from net earnings invested in its branch and connecting roads and in the great improvements that have been continuously constructed on the main stem, which is not represented by either stock or bonds exceeds the entire mortgage indebtedness of the company \$3,082,595 85.

Semi-annual dividends of five per cent upon the capital stock were paid on the 15th of November, 1873, and on the 1st of May, 1874, respectively.

The liabilities of the company, compared with the statement of September 30th, 1873, show the following reductions, viz:

By payment in advance on account of loan which will mature in 1875.....\$17,000 00
By payment in advance on account of loan which will mature in 1885..... 500 00

\$17,500 00

The liabilities also show the following increase, viz:

Preferred stock second series, 6 per cent.....\$95,500 00
Sterling loan, redeemable in 1910, £2,000,000, at \$4 84, gold..... 9,880,000 00

\$9,775,500 00

The profit and loss account shows an increase for the past year of \$3,111,028 97.

It will be seen by this account that the surplus fund, which represents invested capital derived from net earnings which is not represented by stock or bonds, now amounts to \$32,144,160 15.

It is shown by the report of the transportation department that there has been a large expansion of tonnage of through merchandise East and West, viz: from 640,265 tons in the preceding year to 752,256 tons. For 1872 this traffic was 557,609 tons, and for 1871, 435,207 tons. 1,000,778 barrels of flour, and 9,668,361 bushels of grain were brought to Baltimore during the fiscal year, showing an increase of 60,151 barrels of flour and 2,157,704 bushels of grain.

The traffic in live stock exhibits an increase of 1,612 tons over 1873, and of 16,641 tons over 1872.

The coal trade shows an aggregate of 2,209,762 tons, which includes 431,134 tons for the company's supply. The quantity transported for the public is 1,778,628 tons, showing a decrease compared with 1873 of 241,000 tons, and an increase compared with 1872 of 117,369 tons.

The effects of the financial panic, which commenced in October, 1873, continued to be severely felt throughout the year. The depression in manufacturing industries and the business of steamships materially decreased the demand for coal. The reduction in the quantity of coal transported caused exclusively the decrease in the gross earnings. Notwithstanding the general restriction of business throughout the country, tonnage in all branches of trade increased, with the exception of coal; and, although the strong competition for the limited business to be obtained caused freight to be transported at unusually low rates, the increased traffic secured by the company enabled it, with the exception stated, to maintain its revenues.

During the year 669 iron hopper and gondola cars, of eleven tons capacity each, have been added to the equipment.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is shown by the statements of the treasurer, D. E. and F. It will be seen by statement E that the earnings were \$373,323 21, showing a decrease of \$67,452 23, compared with the previous year, and a decrease of \$107,321 73, compared with 1872.

The expenditures charged amount to \$126,034 36, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water.

During the year 640 tons of steel were substituted for iron rails, and 28,055 cross-ties were used.

As stated in former reports, the system was adopted by which the earnings are equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore to be paid by the main stem, the expenses of the road department alone being charged to this road.

The partial expenditures charged, deducted from the revenue stated, make the sum of \$247,288 95, showing a decrease of net earnings compared with the preceding year of \$36,724 97.

A dividend of five per cent was paid on the 31st of October, 1873, for the half year terminated September 30, 1873, and on the 17th of April, 1874, a similar dividend for the term ended March 31, 1874.

III.—OF THE PARKERSBURG BRANCH RAILROAD COMPANY.

Statement G of the treasurer shows that the earnings of this road for the fiscal year were \$802,066 53, and the working expenses \$942,252 59. The earnings were \$145,662 76 less than in the previous year, while the expenses increased \$110,591, showing a comparative net result of \$256,253 76 less than in 1873.

The low rates for transportation of the large through business done upon this road, combined with the necessity for heavy expenditures for the improvement of the line, (among which was the use of 2,496 tons of steel rails,) have resulted in a large loss on the business of the year.

GENERAL REMARKS.

The aggregate earnings, working expenses and net results of the Main Stem and Branches were:

	Earnings.	Expenses.	Net Earn'gs.
*Main Stem.....	\$11,693,955 55	\$6,675,895 26	\$5,018,060 29
Washington Br....	373,323 21	126,034 36	247,288 95
Parkersburg Br....	802,066 53	942,252 59	.....
Central Ohio Divr....	1,004,350 13	843,948 77	160,401 36
Lake Erie Division	787,188 18	624,066 63	163,121 55
Chicago Division.....	64,053 08	36,857 69	27,195 39
Wheeling, Pittsburg & Baltimore R.R.	49,888 96	48,547 61	1,341 35
Newark, Somerset & Stratsville R.R.	172,278 63	119,946 37	52,332 26
	\$14,947,090 42	\$9,416,650 67	\$5,530,439 75

Deficit on the Parkersburg Branch Railroad..... 140,186 45

\$5,390,253 30

* Including the Winchester and Potomac, Winchester and Strasburg, Strasburg and Harrisonburg, Washington County and the Metropolitan roads.

The aggregate working expenses of the main stem with all branches and divisions are 62.99 per cent. of the whole gross revenues, being 1.63 per cent. less than the preceding year.

During the year 363,221 new cross-ties, 1,798 tons of iron, and 7,946 tons of steel rails were used for repairs and the construction of additional tracks on the main stem.

During the year 36 engines, 11 palace and passenger cars and 1,026 cars for general tonnage were purchased and built at the company's works. The cost of this new and additional equipment, \$1,067,671 40, has been charged to rolling power.

It is shown by the particulars furnished in the report of the master of machinery that the equipment upon the main stem and branches consists of 549 locomotives, 318 passenger and baggage cars and 11,869 house, stock and other cars.

It will be seen that 7,946 tons of steel rails have been used during the past year upon the main stem; 514 miles of track are now laid with this durable and safe material. Contracts have been made for seven thousand tons to be laid during the next year.

The greatly increased cost of the large quantity of steel thus used in substitution for iron rails, has been charged to the repair account.

The economy and advantage of the substitution of steel for iron rails so generally upon the line are shown by the important reduction as stated by the road department in the cost of the "repairs of railway," of \$434,184 56.

The expectation of increased traffic, especially

in connection with the opening of the line to Chicago, made it judicious to enlarge the facilities in all the working departments. During the year seven miles of additional track have been laid in the yards and stations of the company, and work upon the second, third and fourth tracks has been steadily prosecuted. Twenty-four miles of second, third and fourth tracks have been laid during the year, costing \$686,020 78.

The working capacity of the new elevator at Locust Point is a million five hundred thousand bushels. This fine structure is believed to be better adapted for its purposes than any elevator heretofore erected in this country. The main building is 324 feet 10 inches long, by 96 feet 10 inches; and is 168 feet 10 inches high. The stack is 175 feet high and 29 feet square at the base. There are 16 receiving and 8 shipping elevators and 211 storage bins. It is so located that it has ample dock room, with deep water on its front and on each side. It has cost \$717,953 76.

THE MARIETTA AND CINCINNATI RAILROAD COMPANY.

The Construction of the Baltimore Short Line.

In order to complete the Baltimore Short Line during the present season the work was pressed with vigor, and large expenditures were required to construct it as a first-class road, with iron bridges, substantial masonry, and stone and gravel ballast.

It became necessary to secure the prompt construction of this valuable work for the Baltimore and Ohio Company to advance the cost, viz: \$1,500,000.

The distance between Baltimore and Cincinnati and Washington and Cincinnati will in consequence of this action, on November 15th next, be reduced more than ten miles by the use of this improvement, and thus also the only objectionable portion of the Marietta and Cincinnati road, viz: between Belpre and Warren's, will be avoided. Additional cars, more extensive depot grounds and freight houses at Cincinnati have been acquired by the Marietta and Cincinnati Company, and large expenditures made in permanently improving their line by arching tunnels, perfecting the ballasting and reducing grades.

The importance of these improvements to the Baltimore and Ohio Company, in connection with its through traffic to the West and Southwest, made it proper to continue to extend during the year, to a greater degree than heretofore, financial aid to the Marietta and Cincinnati Company. It is hoped that the economy in operating the line which will doubtless be effected by the additional facilities which have been secured will enable that company to largely increase its net earnings, and from the sale of securities at improved prices repay these large advances.

WASHINGTON CITY, VIRGINIA MIDLAND AND GREAT SOUTHERN, AND THE PITTSBURG, WASHINGTON AND BALTIMORE RAILROAD COMPANIES.

It has been necessary to continue to aid the Washington City, Virginia Midland and Great Southern and the Pittsburgh, Washington and Baltimore railroads. The great importance of these lines to the trade of Baltimore and to the perfection of its system of railways has induced this continued liberality. It is hoped that the ultimate benefits to be derived from these works will justify the assistance extended.

THE BALTIMORE, PITTSBURG AND CHICAGO RAILROAD.

The work upon the extension to Chicago has been prosecuted with extraordinary vigor and rapidity and it is expected that the entire road will be opened for traffic in November next.

The object of the construction of this road has been to furnish for Chicago and the Northwest the most economical and an independent line, without division of interest, and under one control to Baltimore, as a port to compete with New York. It is believed that Baltimore will prove their most advantageous Eastern entrepot for commercial interchanges with many cities upon the Atlantic coast, with the West Indies and South America, and with the ports of Europe. No cost

has therefore been spared to make this road strictly first-class and effective. It has been substantially constructed upon the most direct line, and with the lowest grades so as to insure the largest practical economies in working. The road, from the point of divergence on the Lake Erie division (98 miles north of Newark, Ohio,) to the southern point of Lake Michigan, varies but 2 6 10 miles from an air line. From Chicago Junction to Baltimore Junction, within two miles of the city limits of Chicago, is 260 miles.

On this line the total length of tangents is 246 miles, and but 14 miles of curvature—the latter being not more than one degree or a minimum radius of 5,730 feet.

On the entire line the length of grades ascending west is 83 miles; ascending east 97 miles; 80 miles being level.

Of the ascents 44 miles are five and less feet per mile; 34 miles are between five and ten feet per mile; 32 miles, ten to fifteen; 42 miles, fifteen to twenty; 17 miles, twenty to twenty-five, and but 11 miles twenty-six feet per mile.

The total ascent westward is 1,034 feet; eastward, 1,273 feet. All its bridges have been built of iron, and placed upon massive and durable masonry, and arranged for double track. The rails used have been steel and iron, weighing 64 pounds to the yard—the iron being chiefly manufactured by the Baltimore and Ohio Company at its rolling-mill at Cumberland, and of its standard superior quality. Three thousand ties have been used to the mile, and the bed of the road has been thoroughly ballasted with gravel of excellent quality, selected at different points upon the line.

The road has been built without placing any mortgage upon it, all payments having been made in cash for labor and materials. In consequence of the depression in business and the cessation of the construction of railways generally, the materials needed and the labor required were obtained upon such satisfactory terms that the work has been constructed at an expenditure conspicuously less than the capital represented by any of the lines with which it will compete. The remarkable physical advantages of this line, compared with competing routes, are palpable.

The line traverses the region which lies between the Lake Shore and the Michigan Southern railroads on the north, and the Pittsburgh, Fort Wayne and Chicago railroad on the south. It passes through the towns of Republic, Tiffin, Bascom, Fostoria, Bairdstown, New Baltimore, Deshler, Holgate, Defiance, Hicksville, Auburn, Avilla, Albion, Cromwell's, Syracuse, Milford, Bremen, Walkerton, and Union Mills. It intersects the system North and South lines leading to ports upon Lakes Erie and Michigan.

At Tiffin it connects with the Cincinnati, Sandusky and Cleveland, and the Mansfield, Coldwater and Lake Michigan railroad; at Fostoria, with the Lake Erie and Louisville road; at Deshler, with the Cincinnati, Hamilton and Dayton road; at Defiance, with the Ohio State canal, and the Toledo, Wabash and Western railway, which penetrates Southern Illinois, and extends into Missouri and Kansas, operating in all over 1,200 miles of road.

In connection with the Toledo, Wabash and Western railroad at Defiance, the distance from Toledo to Chicago is thirteen miles shorter, and in connection with the Cincinnati, Sandusky and Cleveland railroad at Tiffin, the distance from Sandusky to Chicago is fourteen miles less than from those cities respectively by the Lake Shore and Michigan Southern railway, or any other line now in operation.

At Defiance the line is fifty miles from the Lake Shore and Michigan Southern railway at Toledo, and forty-four miles from the Pittsburgh, Fort Wayne and Chicago railroad at Fort Wayne.

At Auburn, Indiana, the road connects with the Detroit, Eel River and Illinois and the Fort Wayne, Jackson and Saginaw railways, and at Avilla with the Grand Rapids and Indiana railroad, the two latter extending into the great plains of Michigan. It, at Milford, connects with the Cincinnati, Wabash and Michigan railroad, at

Walkerton with the Indianapolis, Peru and Chicago railroad, extending to Michigan City. The road also crosses the Peninsular railroad, Louisville, New Albany and Chicago railroad, the Michigan Central railway, and the Lake Shore and Michigan Southern railway.

At Chicago the company has secured, by an agreement with the Illinois Central Railroad Company, ample, convenient and central grounds for its freight and passenger business, and satisfactory access to the great stock and lumber yards, elevators and packing establishments, as well as extensive dock facilities.

The expenditures upon the Baltimore, Pittsburgh and Chicago railroad up to the close of the fiscal year amounted to \$6,357,893 43.

There continues to be much anxiety for the construction of the line between Pittsburgh and Chicago junction by which that city and the intermediate region would command a great competing line to Chicago and the Northwest. It is probable that at no distant day this valuable link will be constructed.

THE CHESAPEAKE AND DELAWARE SHIP CANAL.

Much public interest has recently been manifested in regard to the construction of a first class ship canal through the narrow peninsula which divides the Chesapeake and Delaware bays. The construction of such a canal will reduce the distance between Baltimore and New York, and the ports of New England and all European ports nearly two hundred miles for steamships and all large vessels. As Baltimore has become the entrepot of vast business from the South and from the great West, the economies of transportation which can be effected by this important reduction of distance will enure so largely to the interests of the consumers and producers of immense regions that the enterprise is palpably of national importance.

In addition to the numerous connections of the Baltimore and Ohio road in the South, the Southwest, and the West, the early opening of the independent and most advantageous line through the States of Ohio, Indiana, and Illinois to Chicago will cause the Northwest also to be greatly interested in this improvement.

Besides the great advantages to the commerce of such extensive portions of the country, the proposed canal would prove of inestimable naval and military value in case of foreign war.

The ability to interchange and concentrate vessels of war between the Delaware and Chesapeake bays and the Potomac river, without exposure to the dangers of the seas, and of the navigation of the coast and to the attacks of foreign fleets upon the Atlantic, could not fail to add, at a relatively limited cost, vastly to the strength and resources of the nation.

At the meeting of the National Commercial Convention, held in Baltimore in September, 1871, after an interesting discussion of this subject, that body unanimously adopted the following resolution:

"Resolved, That Congress be memorialized to direct a survey to be made between the Chesapeake and Delaware bays for the proposed improvement, and if found to be practicable, desirable, and valuable to the great interests of the country, that the said ship canal shall be constructed."

In view of the comparatively small cost of this work, and the varied and immense advantages which will flow from it, it is hoped that the representatives of the numerous States which will be so advantageously affected by its construction will press the subject earnestly upon the attention of Congress, and that those efforts will be continued until this important improvement shall be accomplished.

The successful management of the business of the company requires the expression by the board of their appreciation of the faithful and efficient services of the officers and employees in all the departments of the service.

By order of the board,

JOHN W. GARRETT, President,

Erie Railway.

CAPTAIN TYLER'S REPORT.

(Continued from page 1477.)

Looking immediately to the condition of the competing lines running, as above described, through the only available passes of the Allegheny range, the New York Central has already a double track laid with steel rails along its main line, besides working certain loop lines which serve to provide it in parts with a third track. That company is further laying down two additional tracks of steel, which are expected to be completed for 228 miles between Albany and Rochester during the present year. It will then be able to devote two tracks to passenger, and two other tracks to freight traffic; to reduce the running time over 440 miles between Buffalo and New York from fourteen to twelve or less hours; and to reduce the cost of transporting freight by about 10 per cent. The Pennsylvania has a double track throughout, is laid with steel rails, and is in excellent order. The Pennsylvania is laying down a third track at some points and a fourth track at others; and it has been for years extending its shops, yards, stations, and terminal facilities. In connection with the Philadelphia and Erie, it has now a line between Pittsburgh and the east, on which the maximum gradient running eastward is said to be 16 feet per mile on straight lines and 12 feet per mile on curves, with the exception of a short approach to one summit which is overcome with the assistance of pushing-engines. The Baltimore and Ohio is now provided with a double track for 280 miles between Baltimore and Grafton, and is laid for the most part with steel rails. The branches from Grafton to Wheeling and Parkersburg are also being doubled, and great expense has been, or is being, incurred in providing western connections for this route.

The distances to the seaboard by the four trunk lines from Chicago are as follows:—By the New York Central route, *via* Albany to New York, 979 miles; by the Erie and the Canadian Peninsula, 956 miles; by the Pennsylvania, *via* Pittsburgh to Philadelphia, 823 miles, and to New York, 913 miles; by the Baltimore and Ohio, *via* the Central Ohio to Baltimore, 823 miles.

The Erie occupies a position second only in many respects to the New York Central; but much has to be done to enable it, in competition with these other trunk lines, with water communication in summer, and with the other rivals already referred to, to realize the profits which, with average rates, by improved arrangements and under good management, it might undoubtedly command. Those profits will depend partly upon the further acquisition and economical working of the through traffic above specially referred to, and partly upon what may be called the local resources available for development in the more immediate neighborhood of its own system, or of the lines in connection with it.

TRAFFIC RESOURCES AND FACILITIES.

As regards passenger traffic, the Erie is under a disadvantage when compared with the New York Central, which connects with so many large and important places; but the passenger traffic of the Erie is, nevertheless, capable of great improvement for long as well as for short distances. There is a steady increase of population along the line, which amounted to 23 per cent. in the counties through which it passes, and in the cities which it principally serves, in the ten years from 1860 to 1870. There are also numerous places of interest with which it communicates, such as the Genesee

Valley, the Watkins and Havanna Glens, Avon Springs, Silver Lake and Niagara Falls, which may be made sources of increased profit; and the greater part of the scenery along the line is of an attractive and picturesque character. In total passenger traffic it would appear that the Erie does not carry more than half as many passengers as the New York Central, while the Pennsylvania Central occupies an intermediate position between the two, and the Baltimore and Ohio does not carry so many as the Erie. The figures for 1872 are thus stated:—The New York Central carried 7,138,779; the Pennsylvania 5,250,393; and the Erie 3,598,988. There can be no doubt that, when a double track has been completed throughout the Erie main line, when the line has been laid with steel rails, when the gauge has been changed, and when the connections, including that at Newburgh, to the New England States have been improved, the passenger traffic on the Erie will increase and become proportionate to the natural advantages of the route. It is certain that as long as the line remains in an inferior condition to its competitors in regard to delays, to construction or maintenance, to changes of cars or other inconveniences of break of gauge, or to slower speed for through running, the Erie must remain at a disadvantage, especially having in view the superior condition of its two great competitors, passing one on either side of it through the Allegheny range. But there is probably no line on which the passenger traffic would show a more satisfactory or rapid increase if the various improvements above referred to were carried out; and these improvements would lead to economical working, as well as to increased passenger receipts.

As regards freight traffic of a local character, the most important item is coal, and for its transportation the Erie is exceptionally well situated. It forms, with other lines, an excellent route from the great coal fields of Pennsylvania eastward to New York and the Hudson River, and towards the New England States, and westward and northward to the great lakes. It is only 114 miles by the Erie to the Hudson River at Newburgh from the Wyoming anthracite coal fields, as against 175 and 149 miles respectively by other routes to the seaboard at New York; and from the same coal field to Buffalo the distance is 268 miles, as against 289 and 312 miles respectively by other routes. Much might be done, apparently, by providing return cargoes of coal from Buffalo or Dunkirk in exchange for grain, ores, or lumber carried eastward, and thus loading cars on the railways, or propellers on the lakes, which must otherwise return empty towards the west.

Similar observations may be made in regard to coal from the bituminous fields, the Berkeley and Towanda mines being only 35 miles from the Erie at Waverly, the Blossburg fields being 40 miles from Corning, and there being important seams of gas coal, which realizes high prices, and which may be carried in considerable quantities and with great profit along the Erie line. But, in order that full advantage may be taken of these sources of future profit, it is necessary that the gauge of the Erie should be changed, that the connections with New England and with Lake Ontario should be formed or improved, and that further extensions should be made into the coal districts.

Next in importance to coal, the traffic in petroleum and its products may here be mentioned, though they are elsewhere more particularly referred to. The total production now approaches 7,000,000 barrels, of which some 4,

000,000 barrels, of forty gallons each, are exported from the United States, and about 88 per cent. of the whole quantity is taken from Pennsylvania. The Erie owes its great advantages in obtaining a large proportion of this traffic to its connection with the Atlantic and Great Western system; and it has an excellent depot for the reception and shipment of the crude oil, which travels in tank cars, and of the refined oil in barrels, at the Weehawken docks, on the Hudson River opposite to New York, elsewhere referred to.

The milk traffic on the Erie increased from rather more than 6,000,000 gallons in 1862 to 11,721,000 gallons in 1872, and is still on the increase; and the traffic in butter, eggs and cheese is very considerable. The exports of cheese from New York increased from 39,624,000 lbs. in 1839 to 65,421,000 lbs. in 1872, which shows the growth of the foreign demand, and explains the comparatively recent rapid establishment of cheese factories, to which the milk is brought from dairies in different parts of the country.

Of the through traffic eastward, that of grain in bulk is the most important. It is not very long since it was demonstrated that railways could compete on this Continent with lines of water communication for the carriage of grain in large quantities for export, but the exports of grain in 1872 were—from New York, 39,608,249 bushels; from Baltimore, 4,777,334 bushels; from Philadelphia, 3,885,183 bushels; and from Boston, 1,825,629 bushels; while the receipts at New York were nearly double, at Baltimore were nearly treble, at Philadelphia were five times, and at Boston were nearly five times the exports. Of the total receipts at New York in wheat, corn, oats and barley, 13,500,000 bushels, or nearly one-sixth of the whole amount, was brought by the Erie, though only half that amount was carried to New York by the Erie in 1870. To enable this traffic to reach its proper development, a further supply of grain cars, access to the elevators at Buffalo, an elevator at New Jersey, and further terminal facilities at Buffalo and New Jersey are much required. And in order to make the grain traffic as profitable as it ought to become, arrangements require to be made, which have already been referred to under the head of "coal traffic," for loading the return cars and steamboats as much as possible with coal, instead of sending them back comparatively empty. If the gauge were altered, the Erie might compete successfully, in the season of navigation, with the Pennsylvania for the grain trade between Buffalo and Philadelphia; and a connection *via* Newburgh for the through transport of cereals to the New England States would add very largely, if the gauge were uniform, to the traffic of the Erie. The above remarks on grain traffic apply also to the traffic in flour, which might be correspondingly increased by similar means as regards terminal facilities and a connection with New England. The traffic in live stock on the Erie was almost neglected whilst I was in America; the cars were more profitably employed in transporting oil, and the cattle rates had been reduced by competition to less than cost price, or \$30 a car between Chicago and New York. But in ordinary times this traffic is important, and it may hereafter become valuable to the Erie, who have already ample yards on the Hudson River, opposite to New York, especially when the connections with the International bridge at Buffalo and with the New England States *via* Newburgh have been properly made and utilized. Chicago, with its vast cattle yards, is the principal centre of concentration for live stock,

but Cincinnati and St. Louis have lately increased in importance in that respect. The exports from Chicago for 1872 amounted to 510,025 cattle, 145,016 sheep, and 1,835,594 hogs; those from St. Louis for the same year amounted to 164,870 cattle, 29,540 sheep, and 188,700 hogs; and those for Cincinnati to 76,866 cattle, 68,541 sheep, and 159,590 hogs. There is no reason, apparently, why the Erie, in connection with the Atlantic and Great Western and the Canadian lines, should not in future fairly divide with its rivals the profits which may be obtained from this regular and constantly increasing traffic, and why the various companies interested should not, if they will only agree to avoid competition in rates, all derive great advantage from it.

Without going further into details as to other articles of traffic, it is sufficient here to add that nearly the same remarks will apply to all of them, and that the same improvements are required with a view to punctual and economical conveyance, to the improvement of connections, and to the greater convenience and more economical working as regards terminal facilities.

EXISTING CONDITION OF LINE.

The Erie is altogether, as already stated, including its main line and branches, and independently of its Atlantic and Great Western connections, 959 miles long. Of this mileage, the 422 miles between Jersey City and Buffalo may now be considered the main line, as carrying the heaviest traffic. It is doubled for the whole distance of 87½ miles between Jersey City and Port Jervis, for 61½ out of 104½ miles between Port Jervis and Susquehanna, for 118½ out of 139½ miles between Susquehanna and Hornellsville, and for 39 miles out of 91 miles between Hornellsville and Buffalo. There are thus 305½ miles of double track and 116½ miles of single track on the main line; and the branches are all laid with a single track except for about two-thirds of a mile on the Newark branch, where the line is double. But there are still three or four single track bridges on the double track portions of the road. There are altogether 315.29 miles of sidings. A mixed gauge track has been laid for 43.80 miles (or 21 9-10 miles of double track between Waverley and West Junction), on the main line between Susquehanna and Hornellsville, for 36.50 miles on the Jefferson branch, and for 34 miles in lines and sidings in the Buffalo yard and on the Niagara Falls branch, making altogether an equivalent of 114.30 miles of single track and mixed gauge.

The total equivalent of single track may therefore be stated, including second track, sidings and 50 per cent. extra for mixed gauge, to be 1,638 miles, of which 178 miles are laid with steel rails, 612 miles are laid with steel top or silicon rails, and the remaining 848 miles are laid with iron rails. The steel rails, of which 43 miles out of 87½ miles are between Jersey City and Port Jervis, 68 miles out of 104½ miles are between Port Jervis and Susquehanna, 11½ miles out of 139½ miles are between Susquehanna and Hornellsville, 50½ miles out of 91 miles are between Hornellsville and Buffalo, 1 mile out of 128 miles is between Hornellsville and Dunkirk, and 2 miles out of 26 miles are on the northern railroad of New Jersey—weigh from 60 to 67 lbs. per yard. The steel top and silicon rails weigh 67 lbs. to the lineal yard, and the iron rails weigh from 56 to 70 lbs. per lineal yard.

(To be continued.)

The last rail on the North Wisconsin Railroad, of the forty miles required by the land grant act to be put down this year, was laid last week.

California Narrow Gauge Railroads.

The *Sacramento Record* says that a meeting of the citizens of Suisun and the adjacent country was held in Suisun on the 9th inst., to devise ways and means for co-operating with the residents of Berryessa valley in the construction of a narrow gauge railroad between Suisun City, in Solano county, and Knoxville, Napa county. It was stated at the meeting that the Hon. Nathan Coombs had promised that he would himself build one half of a railroad from Suisun to the head of Rag canyon, if the people of Suisun would build the other half. A committee was finally appointed to canvass Suisun and vicinity, and the country along the proposed routes, and ascertain what amount of aid, in subscriptions of stock and otherwise, could be secured for the work, also to confer with the people of Berryessa upon the subject, and report at a future meeting. The committee is composed of the following persons: Samuel Breck, J. B. Carrington, W. S. Wells, Lewis Pierce, L. B. Abernathie, E. P. Hilborn and W. H. Turner.

The surveys for the Hollister and San Juan Narrow Gauge Railroad, to connect with the Monterey and Salinas Valley Railroad, were begun at Hollister on the 11th inst.

The Livermore and Martinez Narrow Gauge Railroad Company was organized at Danville, Contra Costa County, Cal., on the 14th inst. The company expect to begin the survey at once.

Several parties have been figuring on the contract to build the Nevada County Narrow Gauge Railroad, and there is everything now favorable to its commencement.

Hon. Thos. Findley, the banker of Grass Valley, has proposed to take the contract for constructing and stocking the Nevada County Narrow Gauge Railroad, at the surveyor's estimate.

Cheshire Railroad.

The receipts, expenses, net income, etc., of the Cheshire Railroad Company for the year ending September 30, 1873 and 1874, compare as follows:

	1873.	1874.
Receipts.....	\$845,807	\$750,608
Expenses.....	661,512	642,181
Net income.....	\$184,295	\$108,427
Interest paid.....	41,751	40,783
Surplus to apply to dividends.....	\$142,544	\$67,644

A decrease in receipts of \$95,199; a decrease in expenses of \$19,381; percentage of expenses to receipts, 1873, 78.20; percentage of expenses to receipts, 1874, 85.55.

The ordinary dividends are 5 per cent for the year, amounting to \$105,000, and the net surplus of 1873, after paying the dividends, will just supply the deficiency of 1874.

The Cheshire has added one locomotive to its rolling stock during the year and built two new bridges, the costs of which appear among expenses, its construction account having been closed many years. The cost of its large machine shop at Keene—probably not less than \$250,000 to \$300,000—was also charged to the same account during its construction, nearly three years since.

Mr. A. Luders Light, C. E., late District Engineer for the Miramichi District of the Intercolonial Railway, has been appointed Engineer to the Government of Quebec in connection with the North Shore and Northern Colonization Railways.

Telegraph News.

Telegraphic communication between Prescott Arizona, and Verde was completed on the 9th inst., and congratulatory messages passed over the wires. Work on the line, which will also connect with Camp Apache, will be commenced immediately and pushed through to completion as soon as possible.

At the annual meeting of the Brooklyn American District Telegraph Company, held at the Company's offices on Montague street, the following officers were elected for the ensuing year: President, Hon. John B. Norris; Vice-President, E. O. Read; Secretary and Treasurer, T. J. Powell; Superintendent, F. P. Sherwood; Executive Committee, S. W. Battershall, R. L. Edwards, and H. L. Hotchkiss.

The Commercial Advertiser says that a new telegraph company has been organized under the title of the American Automatic Telegraphic Company, which is under the direct auspices of the Pennsylvania, Erie, and Baltimore and Ohio Railway Companies.

Ground was broken, on the 18th inst., at Fort Garry, Montana, for the Canada Pacific Telegraph Line, in the presence of the Municipal and Provincial officials. The contractors expect to complete the line to the lower Fort this season, and open an office at that point.

Gaithersville Branch Railroad.

A meeting was recently held at Mechanicsville, Montgomery county, Md., of persons favorable to the construction of a proposed branch of the Baltimore and Ohio Railroad through Montgomery county, between Hanover switch, or Laurel, and Gaithersburg. It was stated that the proposed road would be not only of great advantage to the people of that county, but will shorten the Western route some twenty five miles. Resolutions were adopted urging the land owners along the proposed line to meet the railroad company with liberality and a disposition to aid the prosecution of the work. One reason for this road is that the farmers desire to pay attention to dairy products, which would need its facilities for quick time to market. Messrs. E. F. Stabler, A. B. Davis and Dr. F. Thomas were appointed a committee to meet the Baltimore and Ohio Railroad authorities on the subject.

The construction of a railroad from Kenisco (a point on the New York and Harlem Railroad 25 miles from New York) to Rye Lake has been commenced. Its length will be about five miles. Work upon it will be pushed with the utmost vigor, so as to afford an easy and rapid transportation of ice from the lake to New York during the present Winter season. It is believed that the ice business in Winter and the conveyance of pleasure seekers to and from the lake in Summer, will render the cost of construction a good investment.

The Trustees of the Alabama and Chattanooga Railroad bondholders have repaired all the damage done to the road, by the floods of last Spring, and are now running trains from Chattanooga to Meridian a distance of 295 miles.

The stock and effects of the Canada Railway Equipment Co., and also of the Canada Rolling Stock Co., have been purchased by the Grand Trunk Railway for \$1,800,000.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	.....	.....	.....
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,423	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,643	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,622	1,392,125	1,375,470	1,296,812	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	.....	.....	.....
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	394,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,903	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,864	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	714,122	846,394	1,074,779	1,070,460	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,949	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	777,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev. Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,409	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,023	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	.....	.....	.....
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283	.....	.....	.....	.....	.....	.....
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	633,393	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,732	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	.....	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.....	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,081	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041</												

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '74 31	Long Island 50	8,000,000	M. & S.	May '73 10	Vermont and Mass. 100	12,800,000	A. & O.	Oct. '74 2
Allegheny Valley 50	2,263,350	J. & J.	July '74 4	Louisv., Cin. and Lex. 50	1,823,458	J. & J.	Jan. '79 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4	Louisville & Nashville. 100	9,890,500	F. & A.	Feb. '74 4	Warwick Valley 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf 100	5,993,200	J. & J.	July '74 4	Louis, N. Alb. & Ohi. 100	3,000,000	F. & A.	Dec. '74 3	West Jersey 100	1,559,750	F. & A.	Feb. '74 4
Atlantic and St. Law. 100	789,478	M. & N.	Nov. '73 34	Lowell and Lawrence 100	200,000	J. & D.	Oct. '70 3	Winchester & Potomac 100	180,000	J. & J.	July '74 3
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 11	Lykens Valley 20	600,000	F. & A.	Feb. '73 3	Winchester & Strasburg 100	600,000	J. & J.	July '74 34
Baltimore and Ohio 100	1,500,000	M. & N.	Nov. '74 5	Macon and Western 100	2,500,000	F. & A.	July '73 21	Worcester and Nashua. 75	1,400,558	J. & J.	July '74 36
Washington Br. pref. 50	1,650,000	A. & O.	Oct. '74 5	Maine Central 100	3,400,500	J. & J.	July '73 5				
Parkersburg Br. pref. 50	5,680,685	J. & J.	Oct. '74 0	Manchester and Law. 100	1,000,000	M. & N.	Nov. '74 5				
Berkshire 50	600,000	J. & J.	Oct. '74 0	Marionetta & Cincinnati. 50	1,272,891	M. & S.	Sep. '66 3	Albany City 100	110,300	— & —	Jan. '74 3
Boston and Albany 100	10,664,100	N. & N.	Nov. '74 5	Massachusetts 25	400,000	F. & A.	Feb. '74 3	Bleeker St. & Fy. (N.Y.) 100	900,000	— & —	Jan. '74 3
Bos. Cin. & Fitchburg. 100	633,200	J. & J.	June '74 3	Michigan Central 100	18,728,304	J. & J.	Jan. '69 3	Boston and Chelsea 100	110,000	A. & O.	Oct. '74 4
Agricultural Br. guar. 100	60,000	M. & N.	Nov. '74 3	Mill Creek & Minehill. 50	823,875	J. & J.	July '74 5	Broadway (Brooklyn) 100	200,000	J. & J.	Apr. '73 8
Bost. Conc. & Mont. pref. 500	2,852,900	J. & J.	July '74 34	Milwaukee and St. Paul. 100	15,309,261	J. & J.	Dec. '70 7	Broadway & 7th Ave. (N.Y.) 100	2,100,000	J. & J.	Jun. '70
Boston and Lowell 500	6,816,807	M. & N.	Nov. '74 5	— " pref. 100	12,274,438	F. & A.	Aug. '74 34	Brooklyn City & Newt. 100	1,500,000	F. & A.	Aug. '74 3
Boston and Maine 100	4,000,000	M. & N.	Nov. '74 5	M. Hill & Schuyt. Hav. 50	3,856,458	J. & J.	July '74 31	Brooklyn City & Newt. 100	458,100	J. & J.	July '70
Boston and Providence. 100	950,000	M. & N.	Sept. '74 5	Morris and Essex 100	14,008,100	J. & J.	Nov. '74 34	Brooklyn and Jamaica. 100	322,000	J. & J.	July '71 34
Buffalo, N. Y. and Erie. 100	5,638,000	M. & S.	Sept. '74 5	Nashua and Lowell 100	900,000	M. & N.	Nov. '74 34	Bushwick (Brooklyn) 100	727,900	A. & O.	Oct. '74 4
Burlington and Mo. Riv. 100	1,485,900	M. & S.	Sept. '74 5	Naugatuck 100	1,881,908	F. & A.	Aug. '74 34	Cambridge (Brooklyn) 100	1,068,400	A. & O.	Oct. '74 3
Camden and Amboy. 100	5,847,800	J. A. J. O.	Oct. '74 24	Nesquehoning Valley. 100	1,000,000	M. & S.	Sep. '74 3	Can. Park, N. & E. Riv. 100	600,000	J. & J.	July '74 9
Camden and Atlantic. 50	451,701	— & —	Oct. '74 34	Newark and N. York. 100	977,400	J. & J.	Nov. '74 34	Citizens' (Ph.) 50	200,000	M. & N.	Nov. '71 7
— " pref. 50	763,549	— & —	Oct. '74 7	N. Bedford 100	1,618,500	M. & N.	Nov. '74 34	Citizens' (Ph.) 50	200,000	— & —	Nov. '71 7
Cape Cod 50	1,020,330	J. & J.	Jan. '72 21	N. Castle & Weaver Val. 100	1,500,000	J. A. J. O.	Apr. '74 2	Coney Island & Brookl. 100	1,200,000	F. & A.	Feb. '74 2
Cape May and Millville. 50	447,000	J. & D.	Dec. '74 3	N. Haven & Northamp. 100	695,000	J. A. J. O.	Apr. '74 2	Eight Avenue (N.Y.) 100	1,000,000	J. A. J. O.	Oct. '71 8
Catawba & Foggelav. 50	426,900	Novemb.	Nov. '71 6	New Jersey 100	7,295,200	J. A. J. O.	Oct. '74 2	Elizabeth and Newark 100	200,000	— & —	—
Catawba 50	1,159,800	— & —	Nov. '74 21	New London Northern. 100	1,418,300	J. A. J. O.	Oct. '74 2	Franklin & South (Ph.) 100	491,750	J. & J.	July '74 5
— " pref. 50	2,200,000	M. & N.	Nov. '74 21	N. Y. Cen. & Hudson R. 100	89,428,330	J. A. J. O.	Jan. '75 2	Germania (Ph.) 50	1,600,000	J. & J.	July '74 3
Cayuga and Susq. 50	689,110	J. & J.	July '74 3	New York and Harlem. 100	8,500,000	J. A. J. O.	Jan. '75 2	Glad College (Ph.) 50	500,000	J. & J.	July '71 3
Cedar Rapids & Mo. R. 100	6,850,400	M. & N.	Nov. '74 1	— " pref. 100	1,500,000	J. & J.	July '74 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 3
— " pref. 50	769,600	F. & A.	Aug. '74 34	N. Y. N. H. & Hartf. 100	15,500,000	J. & J.	July '74 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Central of Georgia. 100	4,668,800	J. & J.	July '73 5	N. Y. Provid. & Easton. 100	2,000,000	J. A. J. O.	Oct. '74 2	Heston, Mantau & Fairm. 50	2,600,000	J. & J.	July '74 16
Central of New Jersey. 100	20,000,000	J. A. J. O.	Oct. '74 2	N. Bridge & Catsand. 100	1,000,000	J. & J.	July '74 3	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Ohio 50	2,425,000	J. & D.	June '74 3	North Carolina 100	4,900,000	Irregular.	—	Lynn and Boston 100	200,000	— & —	—
— " pref. 50	400,000	J. & D.	June '74 3	N. Eastern (N. C.) pref. 100	111,000	Irregular.	—	Malden and Boston 100	200,000	— & —	—
Central Pacific 100	54,275,500	Aug. '74 5	Aug. '74 5	North Pennsylvania. 50	3,478,500	J. & N.	May '74 5	Metropolitan (Boston) 50	1,600,000	M. & N.	July '74 34
Chemung 100	380,000	J. A. J. O.	Oct. '73 14	Northern Central 50	5,842,000	January.	—	Middlesex (Boston) 100	400,000	M. & N.	Nov. '74 3
Cheshire, preferred 100	2,100,000	J. & J.	July '74 2	N. rthern N. Hampsh. 100	3,068,400	M. & N.	July '74 3	Ninth Avenue (N. Y.) 100	797,320	— & —	—
Chicago and Alton 100	8,929,900	M. & S.	Sept. '74 5	Northern New Jersey. 100	1,000,000	J. & J.	July '74 4	Orange and Newark 100	283,555	— & —	—
— " pref. 100	2,425,400	M. & S.	Sept. '74 5	Norwich & Worcester. 100	2,923,400	J. & J.	July '74 5	Philadelphia City 100	750,000	J. & J.	July '74 5
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Ogdensb. & L. Champ. 100	2,077,800	J. & J.	July '74 3	Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Chicago, Iowa & Nebras. 100	3,916,300	J. & J.	July '74 4	— " pref. 100	2,000,000	J. & O.	Oct. '74 4	Phila. & Grey's Ferry 50	284,776	J. & J.	July '74 24
Chicago & N. Western. 100	14,993,000	J. & D.	Dec. '73 34	Ohio and Mississippi. 100	20,000,000	J. A. J. O.	—	Phila. & Grey's Ferry 50	284,776	J. & J.	July '74 24
— " pref. 100	21,434,113	J. & J.	July '75 34	— " pref. 100	4,030,000	J. & D.	Dec. '73 34	Phila. & Grey's Ferry 50	284,776	M. & N.	Nov. '69 8
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '74 4	Oil Cr. & Allegheny R. 50	4,259,450	J. A. J. O.	Dec. '73 34	Second Avenue (N.Y.) 100	688,100	J. & J.	Oct. '73 2
Cin. Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '73 4	Old Colony & Newport. 100	6,297,900	J. & J.	Jan. '74 3	Seventh Avenue (N.Y.) 100	927,000	J. & J.	July '74 5
Cin. Sand. and Cleve. 50	2,980,550	— & —	Apr. '72 10	Oswego and Syracuse. 100	493,400	J. & J.	Feb. '74 1	Sixth Avenue (N. Y.) 100	500,000	J. & J.	July '74 2
— " pref. 50	429,046	M. & N.	Nov. '74 3	Pacific of Missouri. 100	3,335,750	J. A. J. O.	Oct. '74 1	Third Avenue (N. Y.) 100	1,170,000	M. & N.	May '71 5
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Aug. '74 4	Panama 100	7,000,000	J. A. J. O.	Oct. '74 2	Thirteenth Street (Ph.) 50	1,000,000	F. & A.	May '73 3
Cleveland & Mahoning. 50	2,057,589	M. & N.	May '74 34	Paterson and Hudson. 100	830,000	J. & J.	July '74 4	Union (Boston) 100	200,000	J. & J.	Oct. '74 24
Cleveland & Puttburg. 100	11,228,150	F. & A.	Nov. '74 13	Paterson and Newark. 100	600,000	J. & J.	July '74 4	Union (Phila.) 50	400,000	J. & J.	July '74 8
Col. Chic. & Ind. Cen. 100	13,000,000	J. A. J. O.	—	Paterson and Ramapo. 100	248,000	J. & J.	Jan. '74 3	West Philadelphia 50	400,000	J. & J.	July '74 10
Col. Chic. & Ind. Xenia. 5	1,788,800	M. J. S. D.	June '74 2	Pember & Hightstown. 50	342,150	J. & J.	Jan. '74 3				
Col. Chic. & Rocking Val. 100	2,500,000	F. & A.	Feb. '74 5	Pennsylvania 68,144,745	68,144,745	F. & A.	Nov. '74 5				
— " pref. 50	1,500,000	M. & N.	Nov. '74 5	Peoria & Bureau Val. 100	1,300,000	F. & A.	Feb. '74 4				
— " pref. 50	850,000	J. & J.	July '74 34	Philadelphia and Erie. 100	6,004,000	J. & J.	July '74 4				
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Aug. '74 3	— " pref. 50	2,400,000	J. & J.	July '74 4				
Connecticut River 50	1,950,000	J. & J.	July '74 5	Phil. Ger. & Norristown. 50	1,826,250	J. A. J. O.	Sep. '74 3				
Cumberland Valley 50	1,494,250	A. & O.	Apr. '74 4	Philadelphia & Reading 50	32,684,778	J. A. J. O.	Oct. '74 2				
Danbury and Newrwa. 50	600,000	—	Dec. '74 14	— " pref. 50	1,551,500	J. A. J. O.	Oct. '74 2				
Delaware 50	1,230,941	J. & J.	July '74 3	Phila. and Trenton. 100	1,289,100	J. A. J. O.	Oct. '74 2				
Del. Lackaw. & Westn. 50	23,600,000	J. A. J. O.	Oct. '74 24	Phila. Will. & Balt. 100	11,485,750	J. A. J. O.	Oct. '74 2				
Detroit & Milwaukee. 5	822,140	— & —	—	Pittsb. Ft. W. & Chi. 100	9,714,283	J. A. J. O.	July '74 4				
— " pref. 50	2,095,000	J. & J.	Dec. '69 7	— " Special Imp. 100	2,000,000	J. A. J. O.	Oct. '74 1				
Dubuque & Sioux City. 100	5,000,000	A. & O.	Oct. '74 2	Pittsfield & N. Adams. 100	480,000	J. A. J. O.	Oct. '74 1				
East Pennsylvania. 100	1,809,200	J. & J.	July '74 3	Portland and Kennebec. 100	618,700	J. & J.	July '74 3				
East Mahanoy 50	392,950	J. & J.	July '74 3	Yarmouth certificates. 100	202,400	J. & J.	July '74 3				
Eastern (Mass.) 100	4,282,900	J. & J.	July '73 3	Portl. & Saco & Portsm. 100	1,600,000	A. & O.	Apr. '72 3				
Eastern (N. H.) 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '74 5				
Kimira, Jof. & Canand. 100	500,000	F. & A.	Feb. '74 24	Raleigh and Gaston 100	1,600,000	J. & J.	July '74 6				
Kimira & Williamsport. 50	500,000	M. & N.	May '74 24	Rensselaer & Saratoga. 100	600,000	J. & J.	July '71 6				
— " pref. 50	500,000	J. & J.	July '74 34	Roch. & Genesee Val. 100	557,500	J. & J.	July '74 4				
Erie Railway 100	78,000,000	—	—	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '74 34				
— " pref. 100	8,688,910	—	—	Rutland 100	2,700,000	J. & J.	July '74 34				
Erie and Pittsburg. 50	1,090,250	M. J. S. D.	Mar. '74 14	— " preferred 100	2,700,000	F. & A.	Aug. '74 34				
Fitchburg 100	4,000,000	J. & J.	July '74 4	St. Croix and Penobscot. 100	1,000,000	J. & J.	July '71 2				
Georgia 100	4,168,000	J. & J.	Apr. '74 4	St. L., Alt. & T. Haute. 100	2,300,000	—	—				
Grand River Val. guar. 100	1,000,000	— & —	—	— " pref. 100	2,040,000	—	—				
Grand Trunk, (Ca.) 100	14,387,948	— & —	—	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Great Western, (Ca.) 100	19,287,404	A. & O.	Apr. '74 14	St. L., Kan. C. & North. 100	12,000,000	—	—				
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Apr. '70 34	— " pref. 100	12,000,000	—	—				
— " pref. 100	5,078,224	Annual.	Aug. '70 7	Saratoga and Schenect. 100	800,000	A. & O.	Apr. '74 34				
Hanover Branch, (Pa.) 100	116,850	M. & N.	May '74 5	Schenectady Valley. 50	678,050	J. & J.	July '74 24				
Harlem Extension 100	4,000,000	— & —	—	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70 7				
Harrisburg & Lancaster. 50	1,182,500	J. & J.	July '74 34	Shamokin V. & Pottav. 50	889,450	F. & A.	Feb. '74 3				
Housatonic, pref. 100	1,180,000	J. & J.									

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Nov. 1, 1874.											
Loan of June 14, 1868.....registered	\$260,000	5	Jan. & July.	1874	119	Maine—(\$7,138,400):					
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	119	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	
.. coupon	4,822,000	6	"	1880	119	.. War and Bounty Bonds, 1863 and '64.....	3,832,500	6	Various.	'80-'89	101
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	119	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	
Loan of July 17, and Aug. 5, 1861.....registered	125,825,200	6	Jan. & July.	1881	119	Maryland—(\$10,741,215):					
.. coupon	83,496,160	6	"	1881	119	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	15,971,400	6	May & Nov.	1882	111	.. Bonds to R. R. and Canals.....	828,222	6	"	1890	102
.. coupon	126,243,500	6	"	1882	112	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	1890	
Loan of March 3, 1863.....registered	53,642,200	6	Jan. & July.	1881	118	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	103
.. coupon	21,357,700	6	"	1881	119	.. State Loans, 1870 and 1872.....	799,056	6	"	'85-'87	
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	110	Massachusetts—(\$23,477,804):					
Loan of June 30, 1864 (5-20s).....registered	25,032,250	6	"	1884	110	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	
.. coupon	33,013,950	6	"	1884	114	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'78	109
Loan of March 3, 1865 (5-20s).....registered	33,736,200	6	May & Nov.	1885	115	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	
.. coupon	113,798,150	6	"	1885	115	.. Coast Defense Loan, 1863.....	888,000	5	"	1883	
.. 2d series (5-20s).....registered	57,060,850	6	Jan. & July.	1885	118	.. Bounty Loan Bonds, 1863 and 1864.....	8,578,244	5	May & Nov.	'83-'94	101
.. coupon	145,602,250	6	"	1885	118	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102
.. 3d series (5-20s).....registered	93,010,150	6	Jan. & July.	1887	118	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	
.. coupon	222,612,000	6	"	1887	119	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877	
.. 4th series (5-20s).....registered	13,563,000	6	Jan. & July.	1888	118	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	"	1900	
.. coupon	23,461,000	6	"	1888	119	Minnesota—(\$250,000):					
Loan of March 3, 1864, (10-40s).....registered	141,251,050	6	Mar. & Sept.	1904	113	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	
.. coupon	53,306,750	6	"	1904	113	Missouri—(\$18,747,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	187,747,500	5	F. M. A. & N.	1881	112	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	95
Consols coupon	155,950,400	4	F. M. A. & N.	1886	112	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	'87-'88	
Consols registered	.....	4	F. M. A. & N.	1886	112	.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	"	'74-'86	
Consols coupon	.....	4	F. M. A. & N.	1901	112	.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	7	"	'76-'91	100
Debt matured and without interest.....(var.)	20,748,966	3	"	Due.	.....	.. State Institutions Loans.....	1,301,000	6	"	var.	93
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	Ired.	.....	New Hampshire—(\$3,914,165):					
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1875	.....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	119	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101
United States Notes.....	382,075,287	nd.	"	.....	.....	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	
Fractional Currency.....	48,151,025	nd.	"	.....	.....	New Jersey—(\$2,696,800):					
State Securities, latest dates.											
Alabama—(\$11,258,836):						New York—(\$36,530,400):					
.. Bonds (old and extended), 1866 and '72.....	3,250,800	5	May & Nov.	'85-'92	36	.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	plens.	
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	50	.. State (Deficiency) Stock of 1833.....	900,000	5	"	1875	110
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91		.. State (Deficiency) Stock of 1838.....	800,000	5	"	1878	
.. Railroad endorsements.....	16,886,000	8	"	'90-'91		.. State (Deficiency) Stock of 1838.....	848,107	5	"	plens.	
Arkansas—(\$10,885,000):						.. Canal Stock.....	1,159,781	5	"	plens.	
.. Funded Bonds, (\$4,400,000) 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	20	.. Canal Stock.....	1,105,420	5	"	1874	
.. Levee Bonds, 1871.....	2,200,000	7	"	1901		.. Canal Stock.....	111,200	4	"	'72-'73	
.. Deficiency Bonds, 1872.....	300,000	7	"	1882		.. Bounty Loan registered.....	10,135,250	7	Jan. & July.	'74-'77	
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'90-'00	7	.. Bounty Loan coupon.....	19,861,000	7	"	1877	108
California—(\$3,796,500):						North Carolina—(\$29,547,045):	1,200,000	7	"	1877	108
.. Civil Bonds 1857 and '60.....	1,659,000	7	Jan. & July.	'77-'80	111	.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	80
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85		.. Old or Ante-War Debt.....	3,689,400	6	April & Oct.	'72-'92	50
.. State Capital Bonds, 1871 and '71.....	590,000	6	"	'91-'92		.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	21
.. Funded Debt of 1873.....	1,497,500	7	"	1893		.. Bonds issued since the war.....	1,555,000	6	April & Oct.	'92-'98	12
Connecticut—(\$5,095,900):						.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'80	21
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,800	6	Jan. & July.	1881	103	.. Special Tax Bonds.....	1,721,400	6	April & Oct.	'78-'80	21
.. War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6	"	'83-'84		Ohio—(\$3,211,062):	1,407,000	6	"	'98-'99	7
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	559,500	6	April & Oct.	1894		.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	
.. War Loan, (20 yrs) tax free, of Oct. 1, '64.....	1,741,100	6	"	1885		.. Loan of 1860, sinking fund.....	1,585,900	6	"	1875	
Delaware—(\$1,231,000):						.. Loan of 1860, sinking fund.....	4,074,517	6	"	1881	133
.. State War Debt.....	879,000	6	Jan. & July.	1885		.. Loan of 1865, sinking fund.....	2,400,000	6	"	1886	105
.. Railroad Aid (J. and Breakwater R. R.).....	352,000	6	"	1885		Oregon—(\$290,477):					
District of Columbia—(\$4,790,000):						.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902		.. Willamette Canal Bonds.....	200,000	7	"	1890	
.. Improvement (cur.) bonds.....	790,000	7	"	1902		Pennsylvania—(\$24,999,785):					
Florida—(\$6,645,783):						.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.		.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890		.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903		.. Loan of April 1853, coupon.....	238,000	5	"	1878	
Georgia—(\$14,871,084):						.. Loan of April 1861, registered.....	35,000	6	"	1878	
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	80	.. Loan of Feb. 1867, reg. and coup.....	907,200	5	"	'74-'82	
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874		.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	"	'74-'82	
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86		.. Chambersburg certificates, registered.....	83,032	6	June & Dec.	1876	
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	91	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	72	Rhode Island—(\$2,638,500):					
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'86		.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	
.. Railroad endorsements.....	7,923,000	var	Various.	var.	83	.. of 1863.....	206,000	6	April & Oct.	1883	
Illinois—(\$2,080,150):						.. of 1863.....	668,000	6	Jan. & July.	1893	
.. New Internal Improvement Bonds, 1847.....	962,445	6	Jan. & July.	1878		.. of 1864.....	746,000	6	Feb. & Aug.	1894	
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78		South Carolina—(\$20,650,235):					
.. War Loan Bonds, 1861.....	367,000	6	"	1880		.. State House, Stock and Bonds '56-'63.....	953,488	6	Jan. & July.	plens.	25
.. Chicago Relief Bonds 1871.....	250,900	6	"	1881		.. Fire Loan Stock of 1838.....	803,344	6	J. A. J. & O.	1870	
Indiana—(\$4,898,815):						.. Funding Stocks 1866 and 1869.....	113,114	6	Jan. & July.	'77-'90	
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866		.. Fire Loan Bonds of 1838.....	481,944	5	"	1868	
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76		.. New State House Bonds 1853-'66.....	298,000	6	"	'71-'86	
Iowa—(\$543,056):						.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	'74-'78	
.. War and Defense Fund Bonds, 1861.....	300,000	7	Jan. & July.	.....		.. Funding Bonds, 1868.....	930,000	6	"	'87-'97	
Kansas—(\$1,336,675):						.. of 1869.....	1,881,000	6	April & Oct.	1888	17
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84		.. of 1869.....	1,189,400	6	Jan. & July.	1888	16
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	'76-'89		.. of 1869.....	2,030,000	7	"	1888	
Louisiana—(\$22,308,800):						.. Conversion Bonds 1869.....	7,666,500	6	"	1888	
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'96		.. 1870.....	343,000	6	April & Oct.	1889	
.. Relief (Treasury) Bonds 1863.....	5,750,000	6	May & Nov.	'86-'97		.. Railroad Aid Bonds.....	4,7				

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:	\$						Blue Ridge, (S. Car.):	\$					
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbrze.)	108,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8*	"	"	1889	....	Dollar Bonds (Western R. R.)	688,000	6	April & Oct.	"	1875	96
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	100
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization).....	248,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation).....	188,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	89
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	107 1/2	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	101 1/2	Sinking Fund Mortgage.....	624,000	6 1/2	Jan. and July.	Boston.	1880	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	98	1st Mortgage (22 1/2 m.) convertible	150,000	6	"	"	1876	....
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (22 1/2 m.)	200,000	6	"	New York.	1875	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	968,400	7	Apr. and Oct.	Boston.	1893	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1892	....	Boston, Hartford and Erie:						
Allegheny Valley:							1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1894	....
General Mortgage.....	3,889,000	7.3	Jan. & July.	New York.	1896	91	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	23
Special Mortgage to Penn.....	8,600,000	6	January.	Harrisburg.	....	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	40
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83	Mass. L. (sec'd by \$4,000,000 Ber.)	8,600,000	7*	"	Boston.	1899	....
American Central:							Boston and Lowell:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....	1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Andreocoggin:							Bonds of 1872 for \$1,000,000.....	999,500	7	"	"	1892	104
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)..	2,000,000	7	May and Nov.	Boston.	1893	105
1st Mortgage (\$12,000 p. m.).....	620,000	8*	Jan. & July.	Lond. or Am.	1891	....	Boston and Providence:						
2d Mortgage for \$1,200,000.....	700,000	7*	April & Oct.	New York.	1893	....	Bonds to purchase P., W. & B. R. d.	500,000	7	May and Nov.	Boston.	1891	....
Ashabula, Youngstown & Pitts.:							Brunswick and Albany:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	3,430,000	6*	Apr. and Oct.	New York.	1900	....
Atchison and Nebraska:							2d Mort. sinking fund gold						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago and Milwaukee Railway:	\$ 1,642,000	7	Jan. & July.	New York.	1898	93½
1st Mortgage, 1st Div. \$10,000pm	682,000	7	"	"	1894	....	1st Mort., guar. by C. and N.W.						
1st Mortgage 2d Div. \$10,000p.m.	592,000	7	"	"	1894	....	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
2d Mortgage Government's subsidy.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1885	....
Central of Iowa:							1st Mort. (East. Div. Palmer)	781,500	8	May & Nov.	"	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	77
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	1st Mort. (Minnesota Central)	190,000	7	"	"	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division)	4,000,000	7	"	"	1885	....
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	103½	1st Mort. (Iowa and Dak. Div.)	1,008,000	7	"	"	1870	72½
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	108	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	"	1898	108
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	2d Mort. (")	1,215,000	7½	"	"	1898	91½
Loan of Loh. C. & Nav. Co. (san'd)	2,810,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (Illa. and Iowa Div.)	87,000	7	Jan. & July.	"	1885	72
Consol. Mort. for \$25,000,000....	5,000,000	7	"	New York.	1899	....	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	"	"	1891	....
Central Ohio (B. and O.)							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	"	1873	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	92½	Milwaukee City Loan.....	230,500	7	March & Sept.	"	1885	....
Central Pacific of California:							1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	96-99	95½	Real Estate Purchase.....	148,500	7	"	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	....	Equipment and Bridge Bonds..	245,000	10	June & Dec.	"	1894	....
State Aid B'ds. (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	101	Consol. Mort. for \$35,000,000....		7	Jan. & July.	"	1904	....
2d Mort. (Government's Subsidy)	27,855,680	6	"	U.S. Treasury.	95-99	85½	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	899	85½	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	102
1st Mort. (Calif. & Oregon) gold	7,966,000	6*	"	"	8-2	....	General 1st Mortgage (193 m.)	3,588,000	7	"	"	1885	93
1st Mort. (S. Fr. Okld & Ala.)	500,000	8*	"	San Francisco	890	....	Funded coupons (193 m.)	743,300	7	May & Nov.	"	1883	94½
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
Land bonds (Gen. Pac. Co.) gold	9,158,000	6*	"	"	1890	....	Green Bay Ext. (26m & 76,000 a.)	282,000	7	"	"	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	105
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	20	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	"	1875	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	Elgin and State Line.....	128,000	6	Jan. & July.	"	1878	....
1st Mort. (Stan., Sheff. and Ch.)	444,109	7	Jan. & July.	"	1887	62	Mississippi River Bridge	190,000	7	"	"	1884	....
Income and Extension Bonds..	1,098,600	8	May & Nov.	"	1902	....	1st Mortgage (Peninsula)	331,000	7	March & Sept.	"	1898	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	76-77	59½	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	"	1915	89
Equipment Mort. (")	1,000,000	8	"	"	1889	....	General Consol. Gold Bonds	8,995,000	7*	June & Dec.	"	1902	85½
Bonds, guar. (Vt. and Canada)	1,000,000	8	"	"	1891	62½	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Missisquoi R.R. (")	500,000	7	Jan. & July.	"	1891	39	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	"	"	1898	....
Charleston and Savannah:							1st Mort. (Chic. & Mil. R.W.) guar.	1,642,000	7	Jan. & July.	"	1898	93½
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....
Funded Interest on 1st Mort....	187,400	7	"	"	1889	....	Chicago, Portage and Superior:						
Charlotte, Columbia & Augusta:							1st M.s.f. (Chi. & N. Pac. Air-L)	25,000pm	7*	June & Dec.	New York.	1902	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	....	Chicago, Omaha and St. Joseph:						
Charters:							1st Mortgage for \$5,000,000....		8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. R. & Q.)						
Cheraw and Burlington:							1st Mortgage \$28,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chi., Pekin & Southwn (C.B. & Q.)						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage for \$10,000 per m. lile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.:							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	108½
Chesapeake and Ohio:							Chi. & Southwestern (C.R.I. & Pac.)						
1st M. (gold) skg fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	51	1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mort. Extension (cou. or reg)	2,124,000	7*	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago, Wisconsin & Canada:						
2d Mort. (") coupon....	918,000	6	"	"	1884	....	1st Mort. gold, skg fd for \$410,000		7*	Jan. & July.	New York.	1902	....
Income (") coupon.....	800,000	8	"	"	1876	....	Chicago and Superior:						
Funded Interest, coupon.....	180,557	8	"	"	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000		7*	Jan. & July.	"	1902	....
Coupon bonds (no Mort.).....	807,000	6	Jan. & July.	Boston.	75-78	93½	Chillicothe and Brunswick:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort., guar. by St. L. K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaroa:							1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	1,000,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	2,408,000	7	Jan. & July.	"	1893	111	3d Mortgage of 1867.....	400,000	8	June & Dec.	"	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	100½	Cincinnati, Ham. & Ind. (C. H. & D.)						
Consol. Bonds (\$200 atg. each)	1,149,350	6*	Jan. & July.	London.	1903	....	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97	Cincinnati, Lafayette and Chi.						
2d Mort. (")	188,600	7	Jan. & July.	"	1898	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	83	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	118½	Cincinnati & Muskingum Valley:						
Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	97½	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	New York.	1878	2d Mortgage	65,000	7	"	"	1889
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	"	1879	Cinc. Rich. & Ft. Wayne (G.R.						

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Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
93 1/2	Clev., Mt. Vernon and Delaware:							Detroit & Bay City (Mich. Cent.):						
	1st Mortgage gold.....	1,300,000	7	Jan. & July.	New York.	1900		1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	
	2d Mortgage.....	1,000,000	7	" "	" "	1902		Detroit, Bel River and Illinois:						
	Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.....	1,825,000	8	Jan. & July.	New York.	1891	
	Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Hillsdale and Indiana:						
	3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892		1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	
	Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	" "	1881	
	1st Mort., a.f.(ass'd by L.S.&M.S.)	1,505,000	7	Jan. & July.	New York.	1885	106	Detroit, Lansing and Lake Mich.:						
	2d Mortgage (")	560,000	7	April & Oct.	" "	1886	98	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	
	Colebrookdale:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	" "	1897	
	1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898		2d Mortgage.....	1,359,000	8	Feb. & Aug.	" "	1893	
	Colorado Central (3 ft. gauge):							1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July.	New York.	1889	
	1st Mortgage.....	225,000	5	June & Dec.	Boston.	1890		2d Mort. (")	81,000	8	May & Nov.	" "	1880	
77	Columbus, Chicago & Ind. Cent.:							Detroit & Milwaukee (Gt. W. of Cal.):						
	1st Mortgage Consol. skg fund.....	10,333,000	7	April & Oct.	New York.	1908	6 1/2	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	
	2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	" "	1909	25	2d Mortgage (")	1,000,000	8	" "	" "	1875	
72 1/2	1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	68	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	
108	2d Mort. (")	344,400	7	Jan. & July.	" "	"		2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	
91 1/2	Income conv. (")	2,554,000	7	Feb. & Aug.	" "	"		1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	
72	1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	"		2d Mort. (")	100,000	7	Jan. & July.	" "	1873	
	1st M., a.f. (")	39,650	7	May & Nov.	" "	"		3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	
	1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	"		Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	
	2d Mort. (")	821,000	10	May & Nov.	" "	"		Bonds of June 20, 1866.....	1,702,317	6-7	Jan. & July.	" "	1886	
	1st M. (Col. & Ind.) 1st & 2d pref.	109,500	7	" "	" "	"		Detroit, Mon. & Tol. (L.S.H. & M.S.):						
	2d Mortgage (Ind. Central)	668,500	7	" "	" "	"		1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	90
	1st Mort. (Tol. Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	"		Dixon, Peoria and Hannibal:						
	Income (")	74,024	7	" "	" "	"		1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	
	1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	"		Dubuque and Sioux City:						
102	Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	
94 1/2	1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901		Dubuque Southwestern:						
	Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	
	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897		1st Mortgage, preferred.....	75,580	7	Jan. & July.	" "	1883	
	1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" "	1880		Dunkirk, Allegheny Val. & Pittab.:						
	General Mortgage.....	469,100	7	" "	" "	1892		1st Mortgage (gold).....	1,200,000	7	June & Dec.	New York.	1900	
	Columbus and Xenia:							Dutchess and Columbia:						
	1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890		1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	
	Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
	New Mortgage for \$1,500,000.....	639,500	7	April & Oct.	Boston.	1893	96	1st Mort. endorsed by Alabama.	403,000	8	Jan. & July.	" "	1890	
	1st Mortgage sinking fund.....	290,500	6	June & Dec.	" "	1876		East Brandywine & Waynesboro:						
	Coupon Notes.....	634,000	7	" "	" "	'76-'91		1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	
	1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	" "	1889	96	East Pennsylvania (Ph. & Rdg.):						
	Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878		East Tennessee, Virginia & Ga.:						
	Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89
	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901		2d Mortgage.....	190,000	4	" "	" "	'82-'87	
	Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	
	1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900		Company Bonds (R. I. & Ga., old)	635,000	6	Jan. and July.	" "	'80-'85	
	Connecting (Philadelphia)							Company Bonds (" new)	135,400	6	" "	" "	1876	
	1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	91 1/2	Eastern (Mass.):						
	Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.....	194,400	8	Jan. & July.	Boston.	1876	
	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889		Loan of 1865-'85.....	160,000	6	April & Oct.	" "	1885	
	Cowanessque Valley:							Loan of 1867-'87.....	890,000	7	March & Sept.	" "	'92-'94	
	1st Mortgage, gold.....	95,000	7	Jan. & July.	New York.	1902		Loan of 1868-'88.....	1,000,000	6	March & Sept.	" "	1888	
108 1/2	2d Mortgage, gold.....	160,000	7	May & Nov.	" "	1882		Loan of 1869-'89.....	800,000	6	May & Nov.	" "	1889	
	Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,558,000	7	various.	" "	1882	91
	1st Mortgage.....	803,500	6	March & Sept.	New York.	1891		Loan of 1873-'83.....	878,900	6	March & Sept.	" "	1883	
	2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888		New Bonds.....	1,080,000	7	" "	" "	1892	
	Cumberland Valley:							Stirling Sink. Fd. Bonds.....	3,000,000	6	March & Sept.	London.	1893	
	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Eastern Shore (Md.):						
	2d Mortgage.....	109,500	8	" "	" "	1908		1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	
	Plain bonds.....	81,800	6	" "	" "	1884		2d Mortgage.....	200,000	6	April & Oct.	" "	1886	
	Danbury and Norwalk:							Elizabethtown and Paducah:						
	Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880		1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	
	Mortgage Bonds of 1870-'72.....	400,000	7	" "	" "	'90-'92		Elmira and Williamsport (N. Can.):						
	Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887		Income Mortgage guaranteed.....	570,000	5	April & Oct.	" "	1882	
	2d Mortgage.....	300,000	7	" "	" "	1885		Erie Railway:						
	Danv., Urb., Bloom'gton & Pekin:							1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	103
	1st Mortgage.....	2,000,000	7	April & Oct.	New York.	1909		2d Mortgage convertible.....	2,174,000	7	March & Sept.	" "	1879	
	Davenport and St. Paul:							3d Mortgage.....	4,582,000	7	" "	" "	1883	100
	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911		4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	97
	Dayton and Michigan (C.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	98
	1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884		Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	" "	1891	
	2d Mortgage, guar.....	441,000	7	March & Sept.	" "	1887		Sterling loan (\$1,600,000) conv.	4,580,000	6	March & Sept.	London.	1875	
	3d Mortgage, guar.....	356,000	7	April & Oct.	" "	1888		1st Consol. Mort. for \$30,000,000.	12,076,000	7	" "	N.Y. & London.	1920	
	Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94		2d Consol. Mort. for \$40,000,000.	15,000,000	7	June and Dec.	London.	1894	
	Dayton and Union:							Long Dock Co's Mortgage.....	3,000,000	7	" "	New York.	1903	103
	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879		Convertible bonds.....	10,000,000	7	April & Oct.	London.	1903	
	2d Mortgage.....	135,000	7	June & Dec.	" "	1879		Erie and Pittsburg (Penn.):						
	Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage.....	232,200	7	Jan. & July.	New York.	1882	
	Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,800	7	April & Oct.	" "	1890	
	1st Mortgage (assumed).....	159,000	7	Jan. & July.	New York.	1895		Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	
	1st Mortgage (").....	463,000	6	" "	" "	1895		Equipment Mortgage.....	750,000	7	April & Oct.	" "	1890	
	Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901		Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	
	Delaware (P. W. and Balt.):							1st L.M. (& 1st on 54, & 2d on 55m)	2,000,000	6	March & Sept.	" "	1899	
	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		New Mortgage for \$6,000,000.....						
	1st Mortgage, guar.....	100,000	6	" "	" "	1875		Evansville and Crawfordsville:						
	1st Mortgage extension.....	100,000	6	" "	" "	1880		1st Mortgage (\$1 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	
	Delaware State Loan.....	170,000	6	" "	" "	1876		1st Mortgage (109 m.).....	636,000	7	May & Nov.	" "	1897	
	Delaware, Lackawanna & Western:							1st Mort. (Rockville Extension).....	147,000	7	Feb. & Aug.	" "	1880	
	1st Mort. (Eastern Ext.).....	1,111,000	7	Arr. and Oct.	New York.	1875	100	Evansville, Terre Haute & Chi.:						
	2d Mortgage.....	1,633,000	7	March & Sept.	" "	1881	106	1st Mortgage, gold.....	775,000	7	May & Nov.	New York.	1900	
	Convertible Bonds.....	5,000,000	7	June & Dec.	" "	1892	110 1/2	Fall River, Warren & Prov. (B. & P.):						
104 1/2	2d Mort. (Jack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880		1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	
	1st M. Ext. (")	400,000	7	March & Sept.	" "	1885		Flt. hburg:						
	2d M. Ext. (")	200,000	7	May & Nov.	" "	1890		Bonds of 1874 for \$500,000.....		7	" "	Boston.	1894	
	Denver & Boulder Val. (Den. Pac):							Flint and Pere Marquette:						
	1st Mortgage.....	550,000	7	May & Nov.	Kentucky City.	1900		1st Mort. Land Gr. (3d series).....	2,210,000	8	March & Sept.	New York.	1888	
	Denver Pacific:							Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	" "	1888	
	1st Mortgage gold, land grant.....	2,493,000	7	May & Nov.	New York.	1890		1st Mort. (Ry. C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1892	
	Denver & Rio Grande (3 ft. gauge):							Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	
	1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N.Y. & Lond.			kg. fd. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	
	Des Moines and Ft. Dodge:							ed Sinking Fund.....	1,771,000	8	May & Nov.	" "	1902	
	1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.			ed Loan.....	280,406	8	Jan. & July.	" "	1876	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	102
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	97
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,900	7	April & Oct.	"	1895	....
1st Mort. (Central of L. I.).....	1,000,000	7	.....	"	.....	.....	Illinois Central:						
1st Mort. (Cent. R. R. Extension.)	700,000	7	May and Nov.	"	1903	....	Construction bonds, cur. skg fd.	2,742,000	7	April & Oct.	New York.	1875	100
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	.....	London.	.....	....	Redemption bonds, currency....	2,500,000	6*	"	New York.	1890	....
Fonda, Johnston & Gloverville:							Redemption bonds, sterling....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Merling Bonds, Sinking Fund..	5,000,000	6*	"	"	1903	....
Fort Wayne, Jackson & Saginaw:							Illinois Grand Trunk (C.B. & Q.):						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	99
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1896	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Framingham and Lowell:							Indianapolis, Blooming & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	50
Frederick and Pennsylvania Line:							2d Mortgage Extension gold...	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Fremont, Elkhorn & Mo. (S.C. & P.):							Indianapolis and Madison:						
1st Mortgage.....	600,000	7	April & Oct.	.....	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Galena & Chic. Union (C. & N. W.):							Indianapolis & Vincennes:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	948,000	7	May & Nov.	"	1875	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
Galv., Harrisburg & San Antonio:							International and Gt. Northern:						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
Galveston, Houston & Henderson:							Convertible B'd.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,483,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
Geneva, Ithaca and Athens:							Convert. B'd.....	1,677,600	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Georgia (and Banking):							1st Mortgage (Ind. & Cin.) of 1858	1,600,000	7	April & Oct.	New York.	1888	35
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	74-90	....	1st Mortgage (I. C. & L.F.) of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
Gilman, Clinton & Springfield:							1st Mortgage (") of 1869	1,701,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. (")	1,496,000	7	Jan. & July.	"	77-87	....
Goshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	378,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage:						
Grand River Valley (Mich. C.):							1st Mortgage.....	770,000	8	Jan. & July.	New York.	1889	....
1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	....	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	81
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
Provincial Debenture's \$3,111,500	15,557,500	....	.....	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	63
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
Mortgage Bonds \$347,000.....	2,735,000	6*	April & Oct.	"	77-78	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	18,000 p.m.	8	"	"	1891	94
Debenture Bonds \$1,743,160...	8,715,800	5	Jan. & July.	"	Perp.	....	Jacksonville, South West & S. East:						
Great Western Railway of 1859:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	86	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	70	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	Jameson & Frank (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,766	7	"	"	81-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1908	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	1st Mortgage.....	.....	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	....	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	87-88	93	Juniper, Philadelphia:						
Fifteen years' bonds (277 m.)...	2,714,000	6	March & Sept.	"	1885	83	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	91
1st Mort. (Q. & Palm. R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	89
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....	Juniper and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	94
Harrisburg & Lancaster:							Kalamazoo and Schoolcraft:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fishkill:							1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	2d Mortgage.....	70,000	8	"	"	1889	....
1st Mort. (Conn. 96.04 m.) skg fd.	1,574,500	7	"	Hartford.	1876	....	Kalamazoo & White Pigeon:						
Holly, Wayne & Monroe (F. & P.M.):							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	Kansas City and Cameron:						
Holyoke and Westfield:							1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	Kan. City, St. Jo. & Coun. Bluffs:						
Housatonic:							1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	2d Mort. (")	150,000	10	"	"	1878	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mort. (St. Jo. & CR. 78 m.) conv.	1,400,000	10	March & Sept.	"	1902	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
Equipment Bonds:							1st Mort. (")	1,000,000	7*	"	"	1893	....
1st Mortgage.....	150,000	7	.....	Bridgeport.	1883	....	Consolidated Mort. (220m.) conv	887,000	8	March & Sept.	"	1890	....
Houston and Texas Central:							New Consol. Mort. for \$2,000,000	247,000	8	Feb. & Aug.	Boston.	....	....
1st Mortgage L.G. skg fund gold...	7,479,000	7*	Jan. & July.	New York.	1891	....	Kansas City & Santa Fe (L.L. & G.)</						

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		
			When.	Where.						When.	Where.				
Kansas Pacific:							Louisville, Cincin. and Lexington:								
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. L.	1895	.....	Bonds to State of Kentucky.....	\$ 74,519	6	Jan. & July.	New York.	Perp.	.....	
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6*	June & Dec.	"	1896	.....	1st Mortgage for Cincinnati Br.....	3,000,000	7	"	"	"	1897	.....
1st M. (3d Div. 244.66m. & 3.0, 000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	.....	2d Mortgage for \$1,000,000.....	875,000	8	April & Oct.	"	"	1900	.....
1st Mort. (1,000,000 acres) gold.	243,000	7*	March & Sept.	N. Y. & St. L.	'71-'76	.....	Louisville Loan.....	100,000	6	Jan. & July.	"	"	1881	.....
1st Mort. (2,000,000 acres) gold.	1,751,750	7*	Jan. & July.	N. Y. L. & F.	1880	.....	1st Mort. (Louisville & Frank't)	39,000	6	"	"	"	'73-'78	.....
2d Mort. (") gold.	1,500,000	7*	March & Sept.	"	1896	.....	1st Mort. (Louis, Cin. and Lex.)	21,000	8	April & Oct.	"	"	1902	.....
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. L.	1896	.....	1st Mortgage (Shelby R. R.).....	85,500	8	June & Dec.	"	"	1881	.....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	.....	Louisville and Nashville:							
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	.....	1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York.	1876	.....	
Kent County (Del.)							1st Mortgage (Memph Br. 46.37m.)	98,000	7	May & Nov.	Louisville.	1875	.....	
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	.....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	"	'80-'85	.....
Kentucky Central:							1st Mort. (Memphis and Ohio).....	3,500,000	7	June & Dec.	New York.	1901	.....	
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	.....	2d Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	"	1902	.....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	.....	Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	"	1898	80
Kentucky and Great Eastern:							Louisville Loan.....	849,000	6	"	"	"	'86-'87	.....
Bonds for \$2,260,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	.....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	"	1886	.....
Keokuk and Des Moines:							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	.....	
1st Mortgage.....	1,595,000	7	April & Oct.	New York.	1904	.....	Louisv. N. Al. & St. L. Air-Line:							
Funded Interest.....	258,720	8	"	"	1884	.....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	.....	
Keokuk and St. Paul (C.B. & Q.)	1,000,000	8	April & Oct.	Boston.	1879	.....	Macon and Augusta							
La Crosse, Fremont & Prescott:	1,000,000	10	April & Oct.	New York.	1877	.....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	.....	
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	.....	1st Mortgage not endorsed.....	100,000	7	"	"	"	1887	.....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	.....	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	"	1879	.....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1901	.....	Macon and Brunswick:							
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	.....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	.....	
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	.....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	"	1900	.....
Lake Erie and Louisville:							2d Mortgage.....	1,100,000	7	April & Oct.	"	"	1889	.....
1st Mortgage	300,000	7	April & Oct.	New York.	1892	.....	Equipment Mortgage.....	150,000	7	"	"	"	1879	.....
2d Mortgage	500,000	7	Jan. & July.	"	1902	.....	Madison and Portage:							
Lake Ontario Shore:							1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	.....	
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	.....	Maine Central:							
Lake Shore & Michigan South'n.							Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	.....	
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	.....	\$1,100,000 Loan, tax free.....	758,880	7*	Jan. & July.	"	1898	91	
Consol. Mort., S.F., Registered.	4,220,000	7	J. A. J. & O.	"	1900	101	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	.....	
Consol. Mort., S.F., Coupon.....	1,209,000	7	Jan. & July.	"	1900	35	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bos.	1890	.....	
2d Consol. Mort. for \$25,000 000.	.....	7	June & Dec.	"	1903	95	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Feb. & Aug.	Boston.	'80-'91	.....	
Bonds of 1852 (Reg. & Coupon)	5,205,000	7	April & Oct.	"	1882	.....	1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	.....	
Lake Shore Dividend Bonds.....	1,495,000	7	"	"	1899	98 1/2	Consol. (Port. & Kennebec) Loan	1,168,700	6	"	Boston.	1895	.....	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	101	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	.....	
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	102	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	.....	
1st Mort. (Mich. So. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	104 1/2	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	.....	
2d Mort. (")	2,692,000	7	"	"	1877	99	Mansfield & Framing. (B.C. & F.):								
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88		
2d Mort. (")	860,000	7	April & Oct.	"	1886	98	Marietta and Cincinnati:								
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	.....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	.....	
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	.....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104	
Mort. Bonds (")	3,000,000	7	April & Oct.	"	1898	98	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1898	93		
1st M. (Det'r, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	90 1/2	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	82 1/2		
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	.....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	.....	
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	.....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	.....	
1st M. (Ka-amaz. & Schoolcraft)	100,000	8	"	"	1887	.....	Marietta and Pittsburg:							
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	94 1/2	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	.....	
1st M. (Jamestown & Franklin)	468,000	7	"	"	var	.....	Marquette, Houghton & Ontonagon:							
2d M. (")	500,000	7	June & Dec.	"	1894	.....	Income Bonds (Marq. & Ont.).....	150,000	8	Jun. & Dec.	New York.	1875	.....	
Lake Shore & Tuscarawas Valley:							1st Mortgage (").....	1,760,000	8	"	"	1892	.....	
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	.....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	"	892	.....
2d Mortgage.....	696,000	7	"	"	.....	.....	Consolidated Mortgage.....	1,454,000	8-10	Various	"	"	'92-'03	.....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	"	1892	.....	Massachusetts Valley (C. & P. R.):							
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	8	Jan. & July.	Boston.	1889	90	.....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	.....	Maryland and Delaware:							
2d Mort. gold tax free and conv.	3,300,000	7*	April & Oct.	"	1900	.....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	.....	
Income Bonds.....	8,147,000	10	"	"	1902	.....	2d Mortgage.....	160,000	6	June & Dec.	"	1889	.....	
Lawrence (P. R. W. & Chi.):							1st Mortgage guaranteed, gold.....	100,000	7*	Jan. & July.	New York.	1890	.....	
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	.....	Memphis and Charleston:							
Leav. Mortl. Aitch. & N. West'n:	500,000	7	April & Oct.	New York.	1899	.....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	.....	
Leaven. Lawrence & Galveston	500,000	7	April & Oct.	New York.	1899	.....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	.....	
1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	.....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	.....	
1st Mort. (K. C. & S. n. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	.....	Tennessee State Loan.....	1,514,142	6	"	"	"	.....	
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	.....	Income Bonds.....	600,000	10	March & Sept.	"	"	'73-'78	.....
Lehigh and Lackawanna:							Memphis and Little Rock:								
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	.....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	.....	
Lehigh Valley:							2d Mortgage.....	1,000,000	8	.....	"	"	.....
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	102 1/2	Michigan Air Line (Mich. Cent.):								
2d Mortgage for \$6,000,000	6,000,000	7	March & Sept.	"	1910	108	1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	98	.....
General Mort. for \$40,000,000	6,000,000	6*	June & Dec.	London.	1923	.....	Michigan Central:							
Lewish. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	.....	
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	.....	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	112 1/2	.....
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	106	.....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	1st Mort. (M. Air L. W.D.) assu'd	1,900,000	8	Jan. & July.	"	"	1890	102
Little Miami:							Michigan Lake Shore:								
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	.....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	.....	
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	.....	Mich. So. and North'n Indiana:							
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	94 1/2	1st Mort. assum'd by L.S. & M.S.	5,255,000	7	May & Nov.	New York.	1885	104 1/2	.....
Little Rock and Fort Smith:							2d Mort. " " " " " "	2,692,000	7	"	"	"	1877	99 1/2
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	.....	Middletown, Unionv. & W. Gap:							
Land Grant sinking fund.....	2,780,000	7	April & Oct.	"	1900	.....	1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1886	.....	
Little Rock, Pine Bl. & N. Orleans:							Midland of Canada:								
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	.....	1st Mortgage sterling £335,000.....	1,675,000	6*	May & Nov.	London.	1896	.....	
Little Schuylkill (Phila. & Rdg.):							Midland Pacific:								
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	.....	1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	.....	
Logansport, Crawf. & S'wstn Ind.:							Mifflin and Centre Co. (Pa.):								
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	.....	1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	.....	
Long Island:							Milwaukee and St. Paul—								
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	88 1/2	See Chicago, Mil. & St. Paul.								
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	.....	Milwaukee, Lake Sh. & Western:							
1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	.....	1st Mortgage.....	3,000,000	7*	June & Dec.	New York.	1902	.....	
General Mortgage.....	775,000	7	"	New York.	1899	.....	Milwaukee and Northern:							
Louisiana & Mo. Riv. (Ch. & Al):							1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	.....	
1st Mortgage.....															

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.):							N.O., Jack. & Gt. N. (N.O. St. L. & C.):						
1st Mortgage gold, guaranteed.	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.):							New Orleans, Mobile and Texas:						
1st Mortgage.	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,704,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.:							New York, Boston and Montreal:						
1st Mortgage gold.	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mort. for \$280,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'93	....	New York Central & Hudson R.:						
Tennessee State Loan.	430,547	6	.....	"	.....	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	97*
Mississippi Valley and Western:							Bonds for debts assem'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1883	103*
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk ("")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks ("")	592,000	6	"	"	1883	94
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate ("")	162,000	6	"	"	1883	95
Missouri, Kansas and Texas:							Bonds of 1854 renewed ("")	2,431,000	6	June & Dec.	"	1887	100
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	108
1st Mort. (Tebco & Neesho) S. F.	302,000	7*	June & Dec.	"	1903	....	3d Mort. ("")	159,000	7	May & Nov.	"	1875	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., coup. for \$30,000,000	3,904,000	7	Jan. & July.	"	1903	111*
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	1st Mort., reg'd	9,733,333	6*	"	London.	1903	111
Missouri River, Ft. Scott & Gulf:							1st Mort. Sterling for \$2,000,000						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....	New York and Harlem:						
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
Mobile and Girard:							Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	Consolidated Mort. of 1872.	6,822,000	7	May & Nov.	"	1900	107*
2d Mortgage.	300,000	8	"	New York.	1889	....	N. York, Housatonic & Northern:						
Mobile and Montgomery:							1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,484,000	8*	May & Nov.	New York.	1900	....	New York, Kingston & Syracuse:						
2d Mortgage.	800,000	8	"	"	1900	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Ohio:							New York, N. Haven & Hartford:						
1st Mortgage Sterling.	5,732,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100*
Interest bonds.	1,532,000	8	"	Mobile.	'76-'83	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	"	1903	....
Sterling Interest bonds.	769,920	6*	"	London.	1883	....	New York and Oswego Midland:						
Tennessee Subsidy Bonds.	1,685,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	.....	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage.	1,453,858	8	March.	"	1877	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000.	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment.	3,800,000	7	.....	"	....	....
Convertible 5 per cent. bonds.	847,975	8	M. J. S. & D.	New York.	.....	....	1st Mort., (West. Extension).	2,425,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.):							Consolidated Mortgage.	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	.....	....	New York, Providence & Boston:						
2d Mortgage.	780,000	7	"	"	.....	....	1st Mortgage.	75,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.	888,400	7	"	"	.....	....	Improvement Bonds.	1,000,000	7	Jan. & July.	"	1876	....
Montgomery and Erie (Erie):							Extension Bonds.	250,000	6	May & Nov.	"	'78-'81	....
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	General Mort. for \$1,000,000.	777,000	7	Jan. & July.	"	1899	....
2d Mortgage.	47,000	7	April & Oct.	"	1887	....	Norfolk & Petersburg (A. M. & O.):						
Montgomery and Eufaula:							1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.	157,000	7	"	"	1877	....
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	North Carolina:						
Monticello and Port Jervis:							1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	107*	2d Mortgage.	225,500	8	"	"	1899	....
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	"	1891	103*	North Missouri (St. L., K. C. & N.):						
Convertible bonds.	853,600	7	Jan. & July.	"	1900	95	1st Mortgage.	6,000,000	7	Jan. & July.	New York.	1895	84*
Construction bonds of 1871.	640,000	7	April & Oct.	"	1889	99	North Pennsylvania:						
General Mortgage.	2,975,000	7	"	"	1901	....	1st Mortgage.	2,159,500	6	Jan. & July.	Philadelphia.	1885	103
Special.	1,029,000	7	"	"	.....	....	2d Mortgage.	1,500,000	7	May & Nov.	"	1890	104*
Nashville, Chattanooga & St. Louis:							Chattel Mortgage.	360,000	10	April & Oct.	"	1877	104*
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....	General Mortgage.	436,500	7	Jan. & July.	"	1903	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	North Shore (Flush., N. S. & Cent):						
New Mortgage.	5,800,000	7	"	"	1913	....	1st Mortgage.	155,000	7	Feb. & Aug.	New York.	1887	....
Nashville and Decatur (L. & Nash.):							Northern Central:						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage gold.	600,000	6*	April & Oct.	Nashville.	1887	....	2d Mortgage Coupon.	2,500,000	6	Jan. & July.	Baltimore.	1885	95*
Naugatuck:							3d Mortgage Coupon.	1,233,000	6	April & Oct.	Phila. & Balt.	1900	87
1st Mortgage.	103,000	7	Jan. & July.	Bridgeport.	1876	....	3d Mort. (York & Cumb.) guar.	599,000	6	Jan. & July.	Baltimore.	1877	....
Newark & New York (C. of N. J.):							Income Mortgage conv.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Income Mort. coupon.	3,000,000	7	Jan. & July.	"	1922	....
Newark, Somerset & Strainsville:							Consol. Mort. coupon.	2,520,000	6*	"	Baltimore.	1900	92
1st Mortgage gold.	860,000	7*	May & Nov.	New York.	1889	....	Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	....
New Bedford:							Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....	Northern New Jersey (Erie):						
New Issue for \$360,000.	285,000	7	"	"	1894	....	1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Newburyport:							Northern Pacific:						
1st Mortgage.	300,000	.....	.....	.....	.....	....	1st Mort. on R.R. & lands gold.	30,000,000	7.3*	Jan. & July.	New York.	1900	29
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.	525,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
New H. Middletn & Willman:							Northwestern Union (C. & N. W.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.	3,500,000	7*	.....	New York.	....	....
2d Mortgage.	880,000	7	"	"	1881	....	Norwich & Worcester (B. H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Construction Bonds.	150,000	7	"	"	1877	....
Convertible bonds, tax free.	750,600	6	April & Oct.	"	'80-'82	....	Nyack and Northern:						
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
New Jersey Midland (N. Y. & O. M.):							Ogdensburg and Lake Champlain:						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Equipment Mortgage.	3,000,000	8	Jan. & July.	Boston.	1878	....
2d Mortgage.	1,500,000	7	"	"	1881	....	Equipment Mortgage.	200,000	8	"	"	1879	88*
New Jersey and New York:							Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	....
1st Mortgage.	600,000	7*	March & Sept.	N. Y. or Lond.	1893	....	Ohio and Mississippi:						
New Jersey Southern:							Consolidated Mort. Bonds.	3,007,000	7	Jan. & July.	New York.	1898	94*
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	....	Consolidated S. F. Mortgage.	3,556,000	7	"	"	1898	96*
1st Mort. (Fon's River Branch)	120,000	6	April & Oct.	"	1888	....	Consolidated Mort., Sterling.	112,000	7*	"	London.	1898	....
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	2d Consol. Mort. & S. F. Bonds	3,672,000	7	April & Oct.	New York.	1911	79*
Consol. M. rt. for \$7,000,000.	5,300,000	7	April & Oct.	"	1903	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
Income Mortgage.	750,000	7	"	"	1881	....	Debt Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
New Jersey West Line:							Oil Creek and Allegheny River:						
1st Mort. gold, for \$3,000,000.	3,000,000	7*	May & Nov.	New York.	1900	....	1st Mortgage (J. C. R. R.)	520,000	7	Feb. & Aug.	Philadelphia.	1896	70
New London Northern (Con. Vt.):							1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	"	1882	....
1st Mortgage.	200,000	8	April & Oct.	New York.	1885	....	1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	....
2d Mortgage.	500,000	8	June and Dec.	"	1892	....	Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1886	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt:						
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99 1/2	Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	96 1/2
Plain Bonds	32,000	5	"	"	1884		Loan of 1886	400,000	6	April & Oct.	"	1876	
Plain Bonds	458,000	6	April & Oct.	"	1875	99 1/2	Loan of 1887	1,000,000	6	"	"	1887	
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102 1/2	Loan of 1872	500,000	6	"	"	1892	
New Bonds for \$3,000,000	1,192,000	7	March & Sept.	"	1894	105	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	
1st Mort. Land Grant, Gold	16,000 pm	7 3/8	Jan. & July.	New York.	1901		Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	
1st Mortgage \$20,000 p. m.	1,634,000	8	June & Dec.	Boston.	1896	85	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70 1/2
Orange, Alex. and Manassas—							2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74 1/2
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.			1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111
Oswego Valley & Southern Kansas:							1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888		1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	
1st Mortgage	240,000	8	Jan. & July.	New York.	1891		1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	
1st Mortgage	500,000	7	May & Nov.	New York.	1916		2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	104 1/2
Income Mortgage	112,100	6	Feb. & Aug.	"	1891		2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885		2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	
Ottawa, Oswego & Fox River:							2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	
1st Mortgage guar. by C. B. & Q.	1,241,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	
Owensboro' and Russellville.							2d Mortgage (Series M)	860,000	7	April & Oct.	"	1912	98
1st Mortgage for \$1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892		Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	86 1/2	Equipment bonds	1,000,000	8	March & Sept.	"	1879	
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	"	1891	78	Pittsburg, Va. and Charleston:						
Income Bonds	1,154,600	7	Monthly.	St. Louis.	1885		1st Mortgage	700,000	7	April & Oct.	New York.	1902	
St. Louis County Debt	700,800	7	Monthly.	St. Louis.	1885		Pittsburg, Wash. & Baltimore:						
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892		1st Mort. (Pittb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	86
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	"	1893		2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	
1st Mort. (Leav. Atch. & N. W.)	500,000	7	Jan. & July.	"	1889		1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	"	1887		Real Estate Mortgage	100,000	6	"	Baltimore.	1883	
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,505,000.	1,541,000	7*	Feb. & Aug.	New York.	1902		1st Mortgage for \$3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	
Panama:							Port Huron and Lake Michigan:						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875		1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	
General Mortgage, stg £597,800.	2,889,330	7*	"	"	1897		Portland & Ogdensburg (Me. & N. H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892		Consol. Mort. gold, for \$3,200,000	3,300,000	6*	May & Nov.	"	1901	
Paterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878		1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N. Y. & Bost.	1891	
Pekin, Linc. & Decatur (T. W. & W.):							Portland and Oxford Central:						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900		1st Mortgage of 1883	250,000	6	Jan. & July.	Portland.	1883	
Pemberton & Hights (U. C. of N. J.):							Portland and Rochester:						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889		1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	
Peninsular (Mich.) Railway:							1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899		2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900		Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	
1st Mort. (Harris'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1890	103 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	
2d Mort. (" ")	2,583,600	6	April & Oct.	"	1875	100	Portsmouth, Gt. Falls & Conway:						
2d Mort. (" ")	2,282,240	6*	"	London.	1875		1st Mortgage	462,489	6	April & Oct.	Boston.		
General Mortgage (coup. & reg.)	19,558,700	6	J. A. J. & O.	Philadelphia.	1910	95 1/2	Poughkeepsie and Eastern:						
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905		1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Philadelphia.	74-'90		2d Mortgage	75,000	7	"	"		
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901		1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	
Income Mortgage	3,000,000	7	April & Oct.	"	1891		Stoughton Branch bonds	1,000,000	6	"	"		
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	105	1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	
1st Mortgage guaranteed	1,500,000	7	"	"	1906		Quincy and Palmyra:						
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877		Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1873		Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894		Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free	1,000,000	7	April & Oct.	"	1900		1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	
Peoria and Rock Island:							2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900		Rensselaer and Saratoga:						
2d Mortgage	150,000	10	Jan. & July.	New York.	1900		2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	104
Perkkiomen (Phila. and Rdg):							3d Mortgage	150,000	7	"	"	1887	
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	
Petersburg:							1st Mort. (Troy, Salers & Rutl.)	500,000	7	May and Nov.	"	1890	
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	79-'98		1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	"	1894	
2d Mortgage	600,000	8	"	"	1902		Consol. Mort. for \$2,000,000	1,905,000	7	May and Nov.	"	1921	
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879		Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891		Virginia State guar. bonds	157,800	6	"	"	1875	
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900		1st Mort. (Piedmont Branch)	600,000	8	"	"	1888	
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	600,000	6 1/2	April & Oct.	N. Y. or Rich.		
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877		Consolidated Mortgage	1,706,000	6	May and Nov.	New York.	75-'90	66 1/2
1st Mortgage	5,000,000	6	"	"	1881	86	Rich. Frederickburg & Potomac:						
2d Mortgage	3,000,000	7	Jan. & July.	"	1883	86	Sterling Loan	67,771	6*	Jan. & July.	London.	1875	
General Mort. for \$20,000,000	7,252,000	6*	"	Phil. or Lond.	1920		Dollar Loan	175,428	7	"	Richmond.	1875	
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	78	Dollar Loan, Coupon	295,500	8	"	"	1881	
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	101 1/2	Dollar Loan	124,489	6	various.	"	1875	
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105	Richmond and Petersburg:						
Mortgage Loan of 1886 stg	182,400	5*	Jan. & July.	London.	1880		1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	
Mortgage Loan of 1843 stg	976,300	6*	"	"	1880		2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	80-'86	
Mortgage Loan of 1838 stg	177,600	7*	"	"	74-'77		Rockford, R. Island & St. Louis:						
Consolidated (Dollar coupon)	7,696,000	7	June & Dec.	Philadelphia.	1911	106	1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	
Mortgage (Dollar registered)	3,414,000	7	"	"	1911	106	Rome, Watertown & Ogdensburg:						
Gold or stg coup.	7,000,000	6*	"	Phil. or Lond.	1911		1st Mortgage (W. & R.) skg Fund	799,990	7	March & Sept.	New York.	1880	
June 1, 1871.	663,000	6*	"	"	1911		2d Mortgage	460,000	7	Jan. & July.	"	1902	
Gold or stg reg.	332,000	6	"	"	1911		General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	
Dollar coupon	6,690,985	7	Jan. & July.	Philadelphia.	1893	104 1/2	Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	"	1904	
New debent. loan, conv.	6,831,615	6*	Apr. and Oct.	Phil. or Lond.	1897		Butland (Cen. Vt. & Vt. & Can.):						
New Improvement Mort. Loan	10,000,000	6*	"	"	1899		Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1890	
Gen'l Mort. stg. S. F. (\$800,000,000)	1												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	348,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	" "	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	" "	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free..	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W. D.) land grant, g'd tax fr	5,500,000	8*	" "	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " "	200,000	7	" "	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80	1st Mort., endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....	Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	89 1/2	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	4,622,000	7	May & Nov.	" "	1897	62	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....	2d Mortgage, land grant.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	" "	" "	1897	....	1st preferred bonds.....	621,000	6	" "	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	" "	" "	1899	....	2d preferred bonds.....	452,800	6	" "	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N. Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1892	....
St. Louis, Kansas City & Northern:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	84 1/2	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
New Mortgage.....	3,000,000	7	March & Sept.	" "	1899	....	Southern of L. L.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	1st Mortgage gold for \$28,000,000.	10,040,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1890	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1	Pittsburg.	1901	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'78	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscogee) conv....	300,000	7	" "	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....	Springfield, Athol & Northeastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (W. Line) R. R. & Land.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (W. Line) R. R. & Land.	9,000,000	7*	" "	" "	....	....	1st Mortgage gold, tax free.....	8,400,000	7*	Feb. & Aug.	New York.	1899	....
1st Mort. (St. Paul and Pac.) l.g.	16,000,000	7*	" "	" "	....	....	2d Mortgage gold, tax free.....	440,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stamstead, Shefford and Chamby:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sand, Mansfield & Newark (B. & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1904	82 1/2
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar....	111,800	7	" "	New York.	1889	....	Income Mort. gold.....	200,000	6*	" "	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	" "	New York.	....	....
Savannah and Memphis:							Swedesboro (West Jersey):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	200,000	6	Jan. & July.	Camden.	....	....
Schenectady & Susq. (D. & H. Can.)							Syracuse, Bing. & N. Y. (D. L. & W.):						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schoolcraft & Three R. (L. S. & M. S.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Tebbo and Neosho (M. K. & T.):						
Selma and Gulf:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Terre Haute & Indianapolis:						
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. guar. by Ala.....	16,080pm	8	March & Sept.	New York.	1889	....	Bonds of 1873 for \$1,800,000.....	516,000	7	" "	"	1894	....
Selma, Rome and Dalton:							Texas and Pacific:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N. Y. or Lond.	1012	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	" "	" "	1881	....	1st Mortgage (Eastern Div.)....	1,800,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	80
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	71
Shoebogyan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....	1st Mortgage (Burl. Branch)....	250,000	7	June & Dec.	"	1901	50
Shenango and Allegheny:							Toledo, Wabash and Western:						
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
Shenango Valley (Ct.):							1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	"	1890	50
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1898	....
2d Mortgage.....	200,000	7	Jan. & July.	" "	1902	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	86 1/2
Shore Line (N. Y., N. H. & Hart.)							1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	....
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	74 1/2
Sloux City and St. Paul:							2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	72
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	....	2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	....
Land Grant Mortgage gold.....	500,000	7*	" "	" "	1901	....	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	70
Sloux City and Pacific:							Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	....
1st Mortgage gold.....	1,628,000	6*	Jan. & July.	Boston.	1898	....	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	59
2d Mort. (Gov. Subsidy).....	1,628,200	6	" "	U. S. Treasury.	1898	....	Consol. 2d mort. gold.....	2,186,000	7*	Feb. and Aug.	"	1892	....
Somerset & Kennebec (Me. Cent.):							Tr						

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	85
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.	300,000	6	" " "	"	1890	
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1890	92
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	
Convertible Bonds.....	648,000	7	"	"	1862	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	99
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	85 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	1st Mort. Union (Chi., M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	West Jersey:						
Union Pacific:							Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage gold, tax free.....	27,213,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	91 1/2	1st Mortgage (Salem) guar.....	1,000,000	6	Jan. and July.	Camden.	1896	
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	"	1887	89 1/2	1st Mort. (Swedesboro) guar....	100,000	6	" " "	Philadelphia.	1878	
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99		2d Mort. (Cape May & Millville)	200,000	6	" " "	"	1899	
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	70 1/2	Consolidated Mortgage.....	405,000	7	Apr. and Oct.	"	1899	102
Omaha Bridge B'ds, stg \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896		West Wisconsin:						
Union Pacific (Central Div.):							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Southern Extension).	640,000	7a	" " "	"	1902	
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'78		White Water Valley:						
Union Pacific, S. Br. (M.K. & T.):							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	Wico Mico and Pocumoke:						
Union & Titusville (O.C. & A. Riv.):							1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Williamston and Tarboro':						
United N. J. R. & Canal Cos.							1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$369,300 (U. Co's)	1,846,000	5a	"	London.	1894	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	64
Sterling Loan \$360,000 (")	1,800,000	6a	"	"	1894	....	Wilmington and Reading:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71 1/2
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	"	1888	....	Wilmington and Weldon:						
Bond of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	103	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	
Sterling S.F. \$282,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	94 1/2	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	92
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	94	Wilmington and Western (Del.):						
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	100	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	
Loan of '75 (N.J. R.R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	Winona & St. Peter (C. & N. W.):						
Loan of '78 (")	450,000	6	"	"	1875	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	1875	....	2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	"	1890	
Utah Central:							Land Grant Mort. gold, skg fund	4,375,000	7a	June & Dec.	"	1916	
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wisconsin Central:						
Utah Southern:							1st M. L. G. gold S. P. \$25,000pm	2,931,000	7a	Jan. and July.	Boston.	1901	
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	Worcester and Nashua:						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	"	"	1881	
1st Mortgage gold, skg fund.....	25,000pm	7a	Jan. & July.	N. Y. & Lond.	1892	....	Plain Bonds.....	150,000	6	May and Nov.	"	1887	
Vermont Cent.—See Central Vt.							Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	
Vermont and Massachusetts:							CANAL BONDS.						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	....	Chesapeake and Delaware:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	
Convertible bonds.....	150,000	7	"	"	1885	....	Chesapeake and Ohio:						
Vicksburg and Meridian:							Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	
General (1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	
2d series (blue).....	850,000	7	"	"	1890	....	Delaware Division (L.C. & N.):						
Mortgage (3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	
4th series (not end.).....	1,141,700	8	Apr. and Oct.	"	1890	....	Delaware and Hudson:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	
Vineyard:							regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	106 1/2
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	tered. (3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	
Virginia & Tennessee (A.M. & O.):							Debentures Sterling.....	3,000,000	6a	"	London.	1875	
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	
4th Mortgage.....	870,000	8	March & Sept.	"	1900	78	Lehigh Coal and Navigation:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92 1/2
Funded Interest.....	228,300	8	"	"	1880	....	Convertible Bonds.....	692,100	6	"	"	1882	
Income Mortgage (fundable).....	93,500	8	"	"	1886	....	Convertible Loan, gold.....	856,000	6a	March & Sept.	"	1894	102 1/2
Walkill Valley (Erie):							1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1884	98
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	97 1/2
Warren (D. L. & W.):							Mortgage (equip.) Loan, gold....	4,916,500	6a	June & Dec.	"	1897	100
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Consolidated Mortgage.....	199,000	6	"	"	1911	
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Greenwood Mortgage Loan.....	795,000	6	Feb. and Aug.	"	1892	
Warren & Franklin (O.C. & Allr.):							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....	Monongahela Navigation:						
Warwick Valley (Erie):							1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Morris (and Banking):						
Wasatch and Jordan Valley:							1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	
Washington City, Va. Mid. & Gt. So:							Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	81	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	
2d Mort. (")	350,000	7	"	"	1891	....	Pennsylvania:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88 1/2	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	....	1st Mortgage (W. Val. Can.)....	600,000	6	"	"	1878	
3d Mort. (")	600,000	8	May and Nov.	"	1873	76	Schuylkill Navigation (Ph. & Rdg.)						
4th Mort. (")	700,000	8	March & Sept.	"	1880	69 1/2	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	77 1/2
Funded Coupons (do.)	722,664	....	"	"	1896	....	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Plain Bonds.....	47,733	6	"	"	1876	
Virginia State Loan.....	249,982	7	Jan. and July.	"	'92-'98	....	Improvement bonds.....	260,000	6	May and Nov.	"	1880	87
Washington and Ohio:							Boat and Car Loan.....	756,656	6	"	"	1913	
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Boat and Car Loan.....	621,690	7	"	"	1915	
1st Mortgage for \$9,000,000.....	208,000	7a	Apr. and Oct.	"	1901	....	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	76 1/2
Westchester and Philadelphia:							Susquehanna and Tide Water:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....	2d Mortgage (Maryland Loan)....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	74
Western North Carolina:							3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....	Pref. Int. B'ds (")	324,810	6	"	"	1894	
Western of Alabama:							Union:						
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	West Branch & Susque. (Penn.):						
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	
Income Mortgage.....	802,900	8	Various	"	Var.	....	2d Mortgage.....	298,000	6	"	"	1878	128
Western Pennsylvania (Penn.):													
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76							
1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk (*) recurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics". State-aid Railroads are distinguished by a "t."

Years Ending		Railroad.		Rolling Stock.		Property and Assets.			Liabilities.			Operations.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	R. M. E.	Freight.	Cars.	Freight.	Passengers.	Trains Moved.	Surplus Income.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	Accounts.	Stocks.	Bonds.	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet.										Value of Shares.	
Property and Assets.				Liabilities.				Earnings.			
Rolling Stock.				Accounts and Cash.				Dividends.			
Main Line.				Branch Line.				Net.			
Freight.				Pass.				Gross.			
Engines.				Trains Moved.				Freight.			
Railroad in progress.				Accounts.				Passenger.			
2d Track and Sidings.				Bonds.				Freight.			
Branch Line.				Stocks.				Gross.			
Main Line.				Accounts and Cash.				Net.			
Year ending.				Company.				Market.			
Jan. 30, 1873.				Illinois.				p.c.			
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

For example, () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land and Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."*

Abstract of General Balance Sheet.																Value of Shares.																
Property and Assets.										Liabilities.				Operations.		Earnings.		Value of Shares.														
Composting.										Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passenger.		Freight.		Gross.		Net.		Dividends.		Value of Shares.
Rolling Stock.										Railroad.		R. M. E.		Freight.		Engines.		Railroad in progress.		3d Track and Sidings.		Branch Line.		Main Line.		Years ending.		Dec. 31, 1873.		Dec. 31, 1874.		Value of Shares.
878,385	136	17,399	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
22	8	1,300	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
18	2	992	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
4	1	53	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
76.0	12.7	64,300	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,475	45,146,785	392,815	6,842,693	809.4	5,870,684	9,998,794	24,886,009	9,044,978	10	10,165	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	20	20,245	
12.7	7.4	345,797	Pennsylvania	45,871,803	97,782,380	4,371,449	68,144,																									

Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232
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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (*) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Fuld.	P. c.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref.	10,000,000	7	7		
Atlantic, Mississippi and Ohio, pref.	800,000	7	7		
Atlantic, Mississippi and Ohio, guar.	278,200	7	7		
Atlantic and Pacific, preferred	10,000,000	7	17		
Atlantic and St. Lawrence, * guar.	3,994,900	4	4		
Baltimore and Ohio, * preferred	3,552,900	6	5	105	
Berkshire, * guaranteed	600,000	7	7		
Blossburg and Corning, * guaranteed	250,000	6	6		
Boston, Concord and Montreal, pref.	800,000	6	84		
Buffalo, New York and Erie, * guar.	950,000	7	7		
Catawissa, * pref. and guar.	1,159,500	7	80		
Camden and Amboy, * guaranteed	5,547,800	10	128		
Camden and Atlantic, preferred	763,549	7	87		
Cayuga and Susquehanna, * guar.	589,110	9	9		
Cedar Rapids and Missouri River, preferred and * guaranteed	769,600	7	7		
Central of New Jersey, * guar.	20,000,000	10	107		
Central Ohio, * preferred	411,550	6	88		
Chemung, * guaranteed	380,000	6	6		
Cheshire, preferred	2,163,200	7	70		
Chicago and Alton, * preferred	2,425,400	10	109		
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	89		
Chicago and North-Western, pref.	21,484,113	7	60		
Cinc. and Cleveland, pref.	429,000	6	25		
Cleveland and Mahoning, * guar.	2,059,200	7	7		
Cleveland and Pittsburgh, * guar.	11,236,150	7	89		
Cumberland Valley, 1st preferred	241,900	8	8		
" 2d preferred	243,000	8	8		
Dayton and Michigan, pref. & guar.	922,400	8	8		
Delaware, * guaranteed	1,315,390	6	6		
Detroit and Milwaukee pref. & guar.	2,517,140	6	6		
Dubuque and Sioux City, * guar.	5,000,000	3	80		
Dubuque South-Western, pref.	590,315	8	8		
Eastern (N. H.), * guaranteed	492,500	6	50		
Elmira, Jeff. and Canad. * guar.	500,000	6	6		
Elmira & Williamsport, pref. & * guar.	500,000	7	76		
" com. & * guar.	500,000	6	6		
Erie Railway, preferred	8,536,910	7	56		
Erie and Pittsburgh, * guar.	2,000,000	7	7		
Evansville and Crawfordsville, pref.	100,000	7	7		
Hannibal and St. Joseph, pref.	2,167,700	7	34		
Harrisburg and Lancaster, * guar.	1,182,550	7	97		
Houston, preferred	1,180,000	8	96		
Huntington & Broad Top Min. pref.	190,750	7	25		
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7		
Joliet and Chicago, * guar.	1,500,000	7	98		
Joliet and Northern Indiana, * guar.	300,000	8	8		
Little Miami, Col. and Xenia, * guar.	6,394,450	9	9		
Louisv., Cincinnati and Lex. pref.	8,101,650	6	16		
Marquette and Cincinnati, 1st pref.	4,456,250	6	9		
" 2d pref.	4,456,250	6	9		
Mich. Southern, (Lake Shore) guar.	533,500	10	10		
Mill Creek, * guaranteed	123,375	10	10		
Millwaukee and St. Paul, preferred	3,856,450	7	57		
Mine Hill, * guaranteed	2,000,000	7	104		
Montclair, * guaranteed	15,000,000	7	68		
Morris and Essex, * guar.	2,000,000	10	109		
Nesquehoning Valley, * guar.	1,000,000	7	7		
Newark and New York, * guar.	605,000	10	10		
Newcastle and Beaver Valley, * guar.	7,295,200	10	129		
New Jersey, * guaranteed	971,400	10	105		
New London Northern, * guar.	1,500,000	8	127		
New York & Harlem, * pref. & guar.	8,500,000	8	131		
" com. & * guar.	1,000,000	6	6		
Niagara Br. & Canandaigua, * guar.	105,000	8	8		
North Eastern (S. C.), preferred	1,000,000	8	8		
Norfolk and Western, * guar.	2,823,400	10	120		
Norwich and Worcester, * guar.	3,077,000	7	45		
Ogdensburg & Lake Champlain, * guar.	2,000,000	8	8		
" pt. & * guar.	2,000,000	8	8		
Ohio and Mississippi, preferred	4,030,000	7	67		
Oswego and Syracuse, * guar.	1,144,400	9	9		
Panama, guaranteed	7,000,000	12	115		
Patterson and Hudson, * guar.	630,000	8	8		
Pemberton and Hightstown, * guar.	342,000	6	6		
Peoria and Bureau Valley, * guar.	1,200,000	8	8		
Philadelphia and Erie, preferred	2,400,000	12	121		
Phila. Germantown & Norristown, * guar.	2,231,900	12	121		
Philadelphia and Reading, * pref.	1,551,857	10	110		
Philadelphia and Trenton, * guar.	1,259,100	10	128		
Pittsburg, Ft. Wayne & Chic., * guar.	22,214,285	7	98		
Pittsfield and North Adams, * guar.	450,000	6	86		
Portland, Saco & Portsmouth, * guar.	1,500,000	10	111		
Rochester & Genesee Valley, * guar.	557,500	7	7		
Rutland, * preferred and guaranteed	4,300,000	7	21		
St. Louis, Alton & Terre Haute, * guar.	2,468,400	7	32		
St. Louis, Jacksonv. & Ch. pf. & guar.	1,054,100	7	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	5	5		
Schuykill Valley, * guaranteed	576,000	5	5		
Shamokin V. & Pottsville, * guar.	869,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7		
" 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	41		
Warren, * guaranteed	1,800,000	7	85		

CANAL STOCKS.

Delaware Division, * guar.	1,033,350	8	8		
Delaware and Raritan, * guar.	8,547,500	10	10		
Morris, preferred and * guaranteed	1,175,000	10	125		
" com. and * guar.	1,693,000	4	4		
Schuylkill Navigation preferred	2,503,977	6	6		

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$5 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltess.....per ton	41	@	42	—
Gartsherrie.....	—	@	—	—
Summerlee.....	—	@	—	—
Carnbroe.....	—	@	—	—
Langloan.....	—	@	—	—
Glengarnock.....	39	@	40	—
Eglinton.....	37	@	—	—
Pig, American, No. 1.....	27	@	28	—
Pig, American, No. 2.....	26	@	—	—
Pig, American, Forge.....	25	@	27	—
Bar, Refined, English and American.....	—	@	—	—
Bar, Swedes, assorted sizes.....(gold)	115	@	120	—

	(STORE PRICES.)	
Bar, Swedes, ordinary sizes	140	@ 145 —
Bar, Swedes, Plow sizes	155	@ 160 —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.	67 50	@ 70 —
Bar Refined, 1½ to 6 by ½ & 5-16 in.	72 50	@ 75 —
Bar Refined, 1 & 1½ by ½ & 5-16	72 50	@ 75 —
Large Rounds, 2½ to 3½ @ 4 in.	75	@ 90 —
Scroll	90	@ 130 —
Ovals and Half-round	90	@ 100 —
Band, 1 to 6 in. by 3-16 to No. 12	85	@ 87 50 —
Horse Shoe	100	@ 105 —
Rods, ½ to 1-16 inch	70	@ 127 50 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14	97 50	@ 155 —
Nail Rod	—	@ 74 @ 84 —
Sheet Russia, as to assortment	15	@ 15 @ 15½ —
Sheet, Single, D. and T. Common	—	@ 44 @ 5 —
Sheet, Doubles and Trebles, Charcoal	—	@ 5 @ 5½ —
Sheet Galvanized 1st and 2d quality. List 20@35 p. et. disc.	—	@ — —
Rails, English	50	@ — —
Rails, American, at Works in Penna. c'y. 55	—	@ 58 —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)					
English, Cast, (2d and 1st quality).....per lb.	17	@	20	—	—
English Spring (2d and 1st quality).....	8	@	9	—	—
English Blister (2d and 1st quality).....	12	@	17	—	—
English Machinery.....	12	@	—	—	—
English German (2d and 1st quality).....	12	@	—	—	—
American Blister.....	—	@	9	—	—
American, Cast, Tool.....	—	@	16	—	—
American, Cast Spring.....	—	@	10	—	—
American Machinery.....	—	@	11	—	—
American German Spring.....	—	@	—	—	—

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.					
10d. to 60d. Com. Fence & Sheath per keg.	3	50	@	3	60
8d. and 9d. ".....	—	@	3	85	—
6d. and 7d. ".....	—	@	4	10	—
4d. and 5d. ".....	—	@	4	40	—
3d. and 4d. Light.....	—	@	5	10	—
3d. Fine.....	—	@	5	85	—
2d.....	—	@	6	60	—
Cut Spikes, all sizes.....	—	@	3	85	—

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.					
Blanca.....(gold)	—	@	25	—	—
Straits.....(gold)	22	@	22	—	—
English, L. & F.....(gold)	—	@	21	—	—
English, Refined.....(gold)	21	@	22	—	—
Plates—Fair to good brands.....	—	@	—	—	—
I. C. Charcoal.....per box.	9	37	@	9	75
I. C. Coke.....	7	37	@	7	62
Coke Terne.....	6	75	@	7	—
Charcoal Terne.....	8	25	@	8	75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude 40@48 gravity (in bulk).....	5	@	54	—	—
Crude 40@47 gravity (in shipping order).....	8	@	84	—	—
Refined, Standard White (in ship's order).....	10	@	11	—	—
Refined, S. W. (in jobbing lot).....	11	@	11	—	—
Refined, S. W. (in tin).....	16	@	19	—	—
Naptha, Refined (65@73 gravity).....	9	@	10	—	—
Residuum.....(in shipping order) per gall.	7	@	7	—	—

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.					
Copper, New Sheathing, (over 12 oz.) per lb.....	—	@	23	—	—
Copper, Bolts.....	—	@	30	—	—
Copper, Braziers' (over 16 oz.).....	—	@	30	—	—
Copper, Nails.....	—	@	38	—	—
Copper, Old Sheathing, &c., mixed lots.....	—	@	23	—	—
Copper, American Ingot Lake.....	23	@	23	—	—
Copper, English Pig.....	—	@	—	—	—
Yellow Metal, New Sheathing & bronze.....	21	@	22	—	—
Yellow Metal, Bolts.....	—	@	28	—	—
Yellow Metal, Nails, Sheathing & Slatting.....	—	@	22	—	—

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. et.					
Spanish Ordinary.....(gold)	—	@	6	75	—
German Ordinary.....(gold)	—	@	6	75	—
English.....(gold)	—	@	6	75	—
Foreign Refined.....(gold)	6	87	@	7	—
Domestic.....(gold)	6	25	@	6	35

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.					
Liverpool Gas Cannel.....	12	@	—	—	—
Liverpool House Cannel.....	18	@	—	—	—
Anthracite (by cargo).....per ton of 1,000 lb.	5	@	6	50	—

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 22.	Tu. 24.	W. 25.
Atlantic & Pacific pref.	16	16	16	17	17	17
Central Pacific 6s.....	96	96	95	95	95	95
Central of N. Jersey.....	107	107	107	107	107	107
1st mort.....	108	108	108	108	108	108
Chesapeake & Ohio 1m. 50s	50	50	51	51	51	51
Chicago & Alton.....	103	103	103	103	103	103
8s, 1883.....	103	103	103	103	103	103
Chic. & Northwestern.....	41	41	41	42	42	42
1st mort.....	59	59	59	60	61	60
8s, 1883.....	59	59	59	60	61	60
Consol.....	88	88	88	89	89	89
8s, 1883.....	84	84	84	84	85	85
Chic. Rock Isl. & Pac. 90s	99	100	100	100	100	100
7s, 1896.....	108	108	108	108	108	108
Clev., Col., C. and Ind.....	88	88	88	88	89	89
Clev. & Pittsburgh guar.....	88	88	88	88	89	89
2 M.....	—	—	—	—	—	—
3 M.....	—	—	—	—	—	—
4 M.....	—	—	—	94	95	95
Clev. and Toledo.....	—	—	—	—	—	—
S. F. 7s.....	—	—	—	—	—	—
Col., Chi. & Ind. C.....	9	9	9	9	9	9
1 M.....	69	69	69	68	68	68
2 M.....	24	25	25	25	25	25
Del. & Hudson Canal.....	116	116	116	116	116	116
Del. Lack. & Western.....	109	109	109	109	109	109
1 M 7s.....	100	100	100	100	100	100
2 M 7s.....	100	100	100	100	100	100
Erie Railway.....	28	28	28	28	27	27
pref.....	28	28	28	28	27	27
1 M 7s, 1897.....	—	—	—	—	—	—
2 M 7s, 1879.....	—	—	—	—	—	—
3 M 7s, 1883 100	—	100	100	100	100	100
4 M 7s, 1880.....	—	—	—	97	97	97
5 M 7s, 1888.....	—	—	—	—	—	—
7s, con. gold.....	—	—	—	—	—	—
Great Western 2d mort.....	26	26	25	25	25	25
Ann Arbor & St. Joseph. 26	26	25	25	25	25	25
1st mort.....	34	34	34	34	34	34
8s, conv.....	34	34	34	34	34	34
Hudson River.....	—	—	—	—	—	—
2 M. S. F.....	—	—	—	—	—	—
3 M 7s, 1875.....	—	—	—	—	—	—
Illinois Central.....	98	98	96	96	97	97
7s.....	100	100	100	100	100	100
Lake Shore & Mich. 2 th . 80	80	80	80	80	80	80
Consol. 7s.....	—	101	101	101	101	101
2d consol.....	95	95	95	95	95	95
Michigan Central.....	76	76	76	76	76	76
S. F. 8s, 1882. 112	112	112	112	112	112	112
7s, 1902.....	100	100	100	100	100	100
M. S. and N. 1 M. S. F.....	104	104	104	104	104	104
2 M.....	99	99	99	99	99	99
Milw. and St. Paul.....	36	36	36	37	37	37
pref.....	56	56	56	56	57	57
1st mort.....	108	108	108	108	108	108
2d mort.....	108	108	108	108	108	108
8s.....	108	108	108	108	108	108
7 3-10s con.....	108	108	108	108	108	108
7s, gold.....	98	98	98	98	98	98
Morris and Essex.....	98	98	98	98	98	98
1st mort.....	102	102	102	102	102	102
2d mort.....	102	102	102	102	102	102
N. Y. Cen. & Hud. Riv. 101	101	101	101	101	101	101
7s, S. F. 1876.....	97	97	97	97	97	97
6s, S. F. 1883 97	97	97	97	97	97	97
6s, S. F. 1887 100	100	100	100	100	100	100
1st mort.....	111	111	111	111	111	111
reg.....	111	111	111	111	111	111
N. York and Harlem.....	131	130	131	131	131	131
pref.....	131	130	131	131	131	131
1st Mort.....	108	107	107	108	108	108
reg.....	108	108	108	108	108	108
N. York, N. Hav. & Hart. 138	138	138	138	138	138	138
Ohio and Miss.....	31	31	31	31	32	32
pref.....	61	61	61	61	61	61
2d M.....	61	61	61	61	61	61
Consol. 7s.....	96	96	96	96	96	96
S. F.....	96	96	96	96	96	96
Pacific Mail S. S. Co. 44	44	44	44	44	44	44
Pacific R. R. of Mo.....	46	46	47	47	47	47
Panama.....	115	115	115	115	115	115
Pitts., Ft. W. & Chi. gld. 94	94	95	96	96	96	96
1 M.....	110	111	111	111	111	111
2 M.....	98	98	98	98	98	98
3 M.....	98	98	98	98	98	98
Quicksilver Mining Co. 32	32	32	35	35	35	34
St. L., Alton & T. H.....	8	8	8	8	8	8
pref.....	8	8	8	8	8	8
2 M. pref.....	90	90	90	90	90	90
Income bds.....	73	73	73	73	73	73
Tol., Wab. & Western.....	31	31	30	29	29	29
pref.....	31	31	30	29	29	29
1 M.....	89	89	89	90	90	90
2 M.....	73	73	72	72	72	72
Equipment.....	73	73	73	73	73	73
St. Lou. Div. 74	74	74	74	74	74	74
Union Pacific.....	35	35	35	35	35	35
1st mort.....	90	90	90	91	91	91
L. Gt. 7s.....	88	88	88	88	88	88
S. F. 8s.....	76	76	76	76	76	76
Western Union Tel.....	80	79	79	80	80	80
7s.....	99	99	99	99	99	99

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.				
FEDERAL STOCKS:—				
U. S. 5s, 10-40s, reg.	112½	112½	113	113½
U. S. 5s, 10-40s, coup.	113½	113½	113½	113½
U. S. 5s, 1881, reg.	112½	112½	112½	112½
U. S. 5s, 1881, coup.	113½	113½	113½	113½
U. S. 5s, 1881, reg.	113½	113½	113½	113½
U. S. 5s, 1881, coup.	119½	119½	119½	119½
U. S. 5s, 6-20s, reg.	112½	112½	112½	112½
U. S. 5s, 6-20s, c. 1862.	112½	112½	112½	112½
U. S. 5s, 6-20s, reg.	114½	114½	114½	114½
U. S. 5s, 6-20s, c. 1864.	114½	114½	114½	114½
U. S. 5s, 6-20s, reg.	115½	115½	115½	115½
U. S. 5s, 6-20s, c. 1865.	115½	115½	115½	115½
U. S. 5s, 6-20s, r. n. '65.	118	118	118	118
U. S. 5s, 6-20s, c. n. '65.	118	118	118	118
U. S. 5s, 6-20s, reg.	118½	118½	118½	118½
U. S. 5s, 6-20s, c. 1867.	118½	118½	118½	118½
U. S. 5s, 6-20s, reg.	118½	118½	118½	118½
U. S. 5s, 6-20s, c. '68.	118½	118½	118½	118½
U. S. 5s, 6-20s, c. '68.	119½	119½	119½	119½
U. S. 5s, Pac. R.R. issue.	119	119	119	119

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

W. 18. Th. 19. F. 20. Sat. 21. M. 23. Tu. 24.				
Catawissa preferred	39	40	40	40
7s, new	100	100	100	100
Camden and Amboy	100	100	100	100
6s, 1870	95	94½	94½	94½
6s, 1883	95	94½	94½	94½
6s, 1889	100	100½	100½	100½
mort. 6s, '89	100	100½	100½	100½
Elmira & Williamsport	100	100½	100½	100½
7s, pref.	100	100½	100½	100½
Lehigh Navigation	48½	48½	48½	48½
6s, 1884	98	98	98	98
Gold L.	100	99	99	100
R. R. L.	102	102	102	102
Conv. G. L.	102	102	102	102
Lehigh Valley R. R.	61½	61½	61½	61½
6s new coup.	102½	102½	102½	102½
6s new reg.	102½	102½	102½	102½
7s	106	105½	105½	105½
Little Schuylkill R.R.	47½	48	48	48
7s	100	100	100	100
Minehill	100	100	100	100
Morris Canal	125	125	125	125
7s, pref.	103	103	103	103
North Pennsylvania	102	102	102	102
6s, 1885	102	102	102	102
7s	102	102	102	102
10s, 1887	102	102	102	102
Northern Central	32	32	32	32
Oil Creek & Alleg. Riv.	8½	9	9	9
7s	54	54	54	54
Pennsylvania R. R.	52½	52½	52½	52½
1st M.	103	103	103	103
2d M.	100	100	100	100
Gen. mort.	95	94½	94½	95
6s, reg.	95	95	95	95
Penn. State 6s, 2d series.	108	108	108	108
6s, 3d series.	111½	111½	111½	111½
Philadelphia City, 6s	102½	102½	102½	102½
new	106	105½	105½	105½
Philad. Germ. & Nor.	54½	54½	54½	54½
Phila. & Reading	54½	54½	54½	54½
Philadelphia and Erie	16½	16½	16½	16½
6s	85	85	85	85
7s	85	85	85	85
Phila. Wilm. & Balt.	12½	12½	12½	12½
Schuylkill Navigation	12½	12½	12½	12½
6s, 1882	12½	12½	12½	12½
6s, 1876	12½	12½	12½	12½
6s, 1872	12½	12½	12½	12½
United Co. of N. Jersey	128½	128½	128½	128½
Hestonville, (Horse)	19	19	19	19
Chestnut & Wal.	72	72	72	72
Green and Coates	50	50	50	50
2d and 3d streets	50	50	50	50
Spruce and Pine	50	50	50	50
13th and 15th sts.	50	50	50	50

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

W. 18. Th. 19. F. 20. Sat. 21. M. 23. Tu. 24.				
Baltimore City 6s, 1875	101	101	101	101
1886	101	101	101	101
1890	102½	102½	102½	102½
1884	102½	102½	102½	102½
1900	102½	102½	102½	102½
Balt and Ohio	102½	102½	102½	102½
bonds, 1875	102½	102½	102½	102½
1890	102½	102½	102½	102½
1885	102½	102½	102½	102½
Central Ohio	45	45	45	45
1st mort.	94	94	94	94
Marietta & Cin. 1st M.	104	104	104	104
2d M.	93	93	93	93
3d M.	82½	82½	82½	82½
Northern Central	95½	95½	95½	95½
bonds, 1885	95½	95½	95½	95½
1900	95½	95½	95½	95½
G. B. 1900	95½	95½	95½	95½
Pittsb. & Connellsv. 7s	82½	82½	82½	82½
N. W. Va. 3d mort.	82½	82½	82½	82½
Virginia 6s, Consol.	82½	82½	82½	82½
Defer. Certif.	82½	82½	82½	82½
City Passenger R. R.	82½	82½	82½	82½

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

Th. 19. F. 20. Sat. 21. M. 23. Tu. 24. W. 25.				
Boston and Albany	131½	131½	131½	131½
Boston and Lowell	131½	131½	131½	131½
Boston and Maine	111	110½	111	110½
Boston and Providence	145½	145½	145½	145½
Boston, Hartford & Erie	22½	22½	22½	22½
7s	22½	22½	22½	22½
Cheshire, pref.	70	70	70	70
Chi. Burl. and Quincy	104½	103½	103½	103½
Concord	54	53½	53½	53½
Connecticut River	54	53½	53½	53½
Eastern	123	123	123	123
Fitchburg	76½	76½	76½	76½
Manchester & Lowell	76½	76½	76½	76½
Michigan Central	76½	76½	76½	76½
Northern, N. H.	76½	76½	76½	76½
Ogdens. & Lake Champ.	87	87	87	87
pref.	107½	107½	107½	107½
Old Colony	107½	107½	107½	107½
Ph. W. & Baltimore	64½	64½	64½	64½
Port'd, Saco & Ports	111	111	111	111
Union Pacific	88½	88½	88½	88½
6s	88½	88½	88½	88½
Land Grant 7s	87½	87½	87½	87½
S. F. 8s	74½	74½	74½	74½
Vermont and Canada	88½	88½	88½	88½
Vermont and Mass.	88½	88½	88½	88½
South Boston (Horse)	100	100	100	100
Cambridge	43½	43½	43½	43½
Metropolitan	43½	43½	43½	43½
Middlesex	134½	134½	134½	134½
Central Mining Co.	134½	134½	134½	134½
Calumet and Hecla	135	135	135	135
Copper Falls	10	10	10	10
Franklin	4½	4½	4½	4½
Quincy	42½	42½	42½	42½

London Stock Exchange.

Closing Prices.

		Oct. 30.	Nov. 6.
Atlantic & Gt. W. 1st mort.	\$1,000	48 - 50	48 - 50
Do. 2d mort.	\$1,000	25 - 27	25 - 27
Do. 3d mort.	\$1,000	12 - 13	12 - 13
Do. Con. mort. Bonds	Bisch's Cert.	13 - 15	13 - 15
Do. Leas. Lines, Rental Bonds		65 - 70	65 - 70
Do. 1873	40 - 45	40 - 45	40 - 45
Do. 8 p. c. Scrip, West. Exten.		60 - 65	60 - 65
Detroit & Milwaukee 1st mort. Bonds		60 - 65	60 - 65
Do. 2d	55 - 60	55 - 60	55 - 60
Erie shares 100 dol. all paid		26½ - 28½	26½ - 28½
Do. Convertible Gold Bonds		61 - 63	62 - 64
Do. 6 per cent Convertible Bonds		93 - 95	93 - 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds.		87 - 89	88 - 90
Illinois Central \$100 shares all paid		84 - 85	85 - 87
Do. Redemption mort. bonds 6 p. c.		99 - 101	99 - 101
Illinois & St. Louis Bridge 1st mort.		99 - 101	99 - 101
Marietta and Cincinnati Rail. Bonds		96 - 99	96 - 99
Michigan Central 8s 1882, conv.		94 - 95	94 - 95
New York Central, 100 dols. shares		94 - 95	94 - 95
Panama General mort.		97 - 99	96 - 98
Pennsylvania, General mort.		99 - 100	100 - 101
Do. \$50 shares		50½ - 51½	51 - 52
Philadelphia and Erie 1st mort.		94 - 96	94 - 96

American Railroad Journal.

Saturday, November 28, 1874.

Stock Exchange and Money Market.

Money has been, as a rule, quite active during the week. The local necessities of the speculative operators at the Stock and Gold Boards have been more urgent, and the demand from mercantile sources has been rather more animated. Call loans have been quoted at from 2½@4½; and very choice to prime commercial credits at 5½@8 per cent per annum. The outflow of currency to the interior for produce moving purposes have been more extensive, and has had the effect of diminishing the bank reserves; most notably in the deposit and legal tender lines. The coin interest disbursements of the Treasury office have served to augment the specie average of the City banks, notwithstanding the enlarged specie export aggregate. The City banks last week reduced their reserve of legal tender notes \$2,020,700, and their deposit item \$2,641,500, while, increasing their specie average \$492,700. They also report a reduction of \$468,600 in the loans and discounts, and an increase of \$185,500 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$52,

185,669 against \$53,039,697, the preceding week; and a coin board of \$54,664,610, against \$55,654,220, on the previous return. The City bank exchanges, during the week, were \$532,154,099, or a daily average of \$88,692,349. The customs revenue of the port, during the week, was \$1,670,000. The City banks reported their average of gold last week at \$17,380,900, and their greenback average at \$57,504,400. Their deposits stood at \$227,352,700. The loan item was \$288,819,500. The circulation was \$24,968,000.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve, to liabilities, of \$18,047,025.

The aggregate of the outstanding U. S. currency, of all denominations, Nov. 1, was \$430,752,687. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is \$347,831,603.

The U. S. Treasury balances at the opening of business on Monday were as follows: Currency, \$15,402,821; special deposit of legal tenders for redemption of certificates of deposit, \$55,570,000; coin, including \$22,838,000 in coin certificates, \$82,367,335.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 42¼ millions.

Gold has been much brisker and decidedly higher. The speculative and export demand has been more animated, stimulated, in good part, by the financial advices from Europe. The customs inquiry has been comparatively limited, having been less than \$300,000 a day. The extremes of the week have been 110½@111½, closing on Wednesday at 111½@111½, as against 110½ on Wednesday of the preceding week. The specie outflow last week was \$1,658,565. The imports of specie at this port since Jan. 1, have been \$4,865,240, against \$17,026,770 same time last year. The customs demand for Gold last week averaged \$278,333 a day. Foreign Exchange has been fairly active, but variable, with Bankers' sixty day bills on London closing on Wednesday at \$4 85¼@4 86; sight bills on London at 4 89¼@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$3,991,057.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$7,380,496.

Government Securities have been more urgently sought after by investment buyers, and the dealings in most issues have been quite extensive, though impeded by the difficulty of executing orders for large lots of the favorite gold-bearing bonds, owing to the limited offerings. Prices have advanced, closing firmly and buoyantly. U. S. sixes of 1881 closed on Wednesday of this week at 120@120½; U. S. Five-Twenties of 1862, at 112½@113; U. S. Five-Twenties of 1864 at 114½@114¾; U. S. Five-Twenties of 1865 115¾@115¾; U. S. Five-Twenties of 1865 consolidated, 118½@118¾; U. S. Five-Twenties of 1867, 119¼@119½; U. S. Five-Twenties of 1868, 119¼@119½; U. S. Ten-forties at 118¾@114½; U. S. Fives of 1881, (Funding Loan) 112½@113; Six per cent. currency Sixes from 119@119¼.

There has been active business noted at the

Stock Exchange, most of the week. The speculative movement has been generally of a very confident temper. Values, in most instances, have been decidedly buoyant. The demand for State and Railway bonds has been more animated, at generally higher prices. Railway and miscellaneous share property has been actively sought after, as a rule, opening more firmly, but closing somewhat irregularly. Some energetic efforts have been made to break down values, in the instances of a few prominent stocks, but without any very encouraging success to the manipulators for lower figures.

General business has been comparatively brisk in the more prominent kinds of domestic produce, mainly in Flour, Grain, Cotton, and hog products, with prices closing more firmly. Hops, Petroleum and Naval Stores have been held with more confidence, on an improved demand. Wool, Tobacco, and Seed have been in moderate request within the previous range. Hides, Leather, and Skins have been selling more freely at about late quotations. Foreign merchandise has been moderately inquired for, as a whole, on a steadier basis as to prices, though Coffee closed lower. The Hardware and Dry Goods trades have been devoid of animation. The Metal trade has been more satisfactory in Ingot Copper, and Pig Tin, at stronger prices; but quite moderate in Iron and Lead, on the basis of previous rates. Eglington Pig Iron quoted from yard at \$37; Glengarnock, \$39@10; No. 1 American Pig at \$26@28 00; No. 2 do. at \$25@27; Forge, \$23 50@27; English Rails at \$48@50, gold; American Rails at works, \$55@60; Old Rails, \$30. Wrought Scrap, \$30@32. Ocean freights have been more active and higher. The main demand has been for accommodation for Grain, Petroleum, Cotton, and Provisions. Grain room at the close attracted less attention.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 82½; Morris and Essex 7s, 1871, 99; Long Dock bonds, 103; Western Pacific bonds, 85¾; New York and New Haven 6s, 100½; Toledo, Peoria and Warsaw 1st mort. W. D., 71; Rensselaer and Saratoga R. R., 112; do. 1st mort., 104; Lake Shore div. bonds, 98½; Pacific R. R. of Mo., 1st mort., 86½; do. 2d mort., 78; Belleville and Southern Ills. 1st mort., 94; Marietta and Cincinnati 1st pref., 16; do. 1st mort., 102½; Canada Southern 1st mort., with int. certif., 60; Central of New Jersey 7s, conv., 103½; Toledo, Wabash and Western 7s, consol., 59; Boston, Hartford and Erie 1st mort., 23; East Tennessee Va. and Ga. 1st mort., 89½; Chicago and Northwestern Int. bonds, 94¾; Iowa Midland 1st mort. 3s, 81; St. Louis, and Iron Mt. 1st mort., 89¾; Louisville and Nashville 7s, 1898, consol., 86; St. Louis Iron Mt. and Southern R. R., 25; Missouri, Kansas and Texas, R. R., 10; St. Louis, Kansas City and Northern pref., 22; Albany and Susquehanna R. R., 98½; Joliet and Chicago R. R. 98½; New Jersey Southern R. R., 3; Consol. Coal 48; Maryland Coal, 19; Spring Mt. Coal, 75; Am. Dist. Tel., 40; At. and Pacific Tel., 19¾; U. S. Exp., 64¾; Am. Exp., 65; Wells-Fargo Exp., 82; Adams Exp., 119½; Quicksilver Mining pref., 42½; Tennessee 6s, old, 75¾; do. ex-cou-

pon, 55; do. new, ex-coupon, 55; do. n. s., 55¼; South Carolina 6s, non f., 6¾; North Carolina 6s, new, April and Oct., 12½; do. Jan. and July, 21; do. issued to N. C. R. R., 51; Missouri 6s, long bonds, 95¾; do. Asylum bonds, 93¾; do. 6s, 1875, 101¾; do. 1876, 100; do. 1877, 98½; do. 1878, 96¼; Georgia 7s, new, 91; Virginia 6s, consol., 57; do. ex coupon, 54; Brooklyn 6s, W. L., 96.

Philadelphia.—Allegheny Valley 7s, 83; do. 7 3-10s, 91; Connecting R. R. bonds, 91¼; Philadelphia and Reading Coal and Iron debent. bonds, 80; do. mort. Big Mt. tract, 92; do. Helfest tract, 87; Pittsburgh, Cincinnati and St. Louis 7s, 74½; Philadelphia and Reading R. R. 7s, new, conv., 104¾; do. debent. bonds, 78; do. Gen'l mort. 7s, coupon, 106; do. 7s, 1893, 105; Northern Pacific 7-30s, 29; West Jersey R. R. 6s, 1883, 85; do. 7s, 102; Shamokin Valley and Pottsville 6s, 91; Pennsylvania Canal 6s, 72; Harrisburg and Lancaster 6s, 101½; Camden and Atlantic 2d mort., 100½; Philadelphia, Wil. and Balt. 6s, 99¾; Schuylkill Nav. 6s, 1895, 76½; Pennsylvania div. scrip, 105; Philadelphia and Trenton R. R., 128; Catawissa R. R., 14; East Pennsylvania R. R., 40¾; Nesquehoning Valley R. R., 54½; Pittsburgh 5s, reg., 75; Pennsylvania State 5s, 104¼. The latest quotations are: City 6s, 102¼@103¼; do. free of tax, 105½@105¾; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 111¼@111¾; Philadelphia and Reading, 54½@54¾; do. Gen'l mort. 7s, coup., 105½@106¼; do. reg., 106@107½; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104¼@104½; do. 7s, 1893, 104¼@105¼; United New Jersey R. R. and Canal Co., 128½@128¾; Camden and Amboy mort. 6s, 1889, 99¾@100¼; Pennsylvania R. R., 52¾@52¾; do. div. scrip, 104¾@105; do. 1st mort., 103@103¼; do. 2d mort., 100@100¼; do. general mort. coupon, 94¼@95¾; do. reg., 95¼@95½; Little Schuylkill R. R., 47½@48; Morris Canal, 49½@50½; do. pref., 124½@125½; do. 6s, 98¼@100; Susquehanna Canal, 6@9½; do. 6s, 73@75; Schuylkill Nav., 6¾@6¾; do. pref., 12¾@12¾; do. 6s, 1882, 77@78; 1872, 90@91½; Elmira and Williamsport pref., 35@38; do. 7s, 1873, 99@99¼; do. 5s, 58@63; Lehigh Coal and Navigation, 48@48½; do. 6s, 1884, 97¾@98; do. R. R. Loan, 97¾@97¾; do. Gold Loan, 99¾@100¼; North Pennsylvania, 50@—; do. 6s, 102¾@103¼; do. 7s, 102¼@102½; do. Chattelle 10s, 104½@105; Philadelphia and Erie, 16¾@16¾; do. 6s, 90@92; do. 7s, 85¾@86¼; Minehill, 52½@53; Catawissa, 13¼@14¼; do. pref., 39¾@40; do. new pref., 32¼@32½; do. 7s, 1900, 101¼@102; Lehigh Valley, 61¾@61¾; do. 6s, new coupon, 102¼@103; do. reg., 99½@—; do. 7s, 106@106½; Fifth and Sixth streets (horse), 57@57¼; Second and Third, 66@70; Thirteenth and Fiftieth, 25½@—; Spruce and Pine, 30@32; Green and Coates, 49¾@50¼; Chestnut and Walnut, 71¾@72¼; Hestonville, 18¾@19¼; German town 56@45.

Boston.—Norwich and Worcester R. R., 120½; Burlington and Missouri River R. R. in Iowa, 100¼; do. in Nebraska, 49¾; Rutland R. R., 5; do. pref., 21; do. 8s, 1880, 62½; do. 8s, 1902, 68; Indianapolis, Cin. and Lafayette R. R., 6½; Summit Branch, 35½; Nashua and Lowell R. R.,

115½; Cincinnati, Sandusky and Cleveland R. R., 8½; New Bedford R. R. 105¾; Boston, Clinton and Fitchburg R. R., 60; Boston and Albany 7s, reg., 106; Boston and Maine 7s, reg., 105; Boston and Lowell 7s, 1892, 104½; Eastern R. R. 7s, 1883, 91; do. 7s, 1887, 92¾; Chicago, Burlington and Quincy 7s, 97¾; Illinois Grand Trunk 8s, 99; Western R. R. (B. & A.) 6s, 1875, 99½; Old Colony 6s, 1875, 99¾; Ogdensburg and Lake Champlain 8s, 1879, 88¾; Vermont Central 8s, 1891, guar., 62½; Atchison, Topeka and Santa Fe 7s, Land Grant, 72¾; Pullman Palace Car Co., 95½; Boston Water Power, 10¾; Boston Land, 4; Cary Imp., 4¾; New Hampshire 6s, 1892, 101½; do. 1880, 100¾; Boston 6s, 1880, reg., 101; Toledo 8s, 1894, 102; Chicago 7s, 1881, 99¼; Cleveland 7s, 1880, 100¾; Cincinnati 6s, 1890, 93; Allouez Mining Co., 4; Pewabic, 8; Ridge, 8.

Baltimore.—Maryland Defense 6s, 108; Virginia consols, coupons, 92; Virginia consols, ex-coupon, 54; Virginia Peelers, 45; Virginia coupon 6s, old, 40; Staunton 6s, 84½; Indianapolis 8s, 104; Norfolk Water bonds, 89½; Virginia and Tennessee 8s, 78; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 1st mort. 6s, 88¾; Western Maryland 1st mort., unendorsed, 85; do. 2d mort., guar. by Washington Co., 92; do. 3d mort., endorsed by Balt., 99; Santa Clara bonds, 29¼. The latest quotations are: Richmond and Danville 1st mort. 64@65½; Pittsburgh and Connellsville 7s, 1898, 80@86; Baltimore and Ohio, 170@175; do. 6s, 1875, 102@103; do. 1880, 102¼@102¾; do. 1885, 100¾@102; Washington Branch, —@175; Northern Central, 81½@82½; do. 6s, 1885, 95@95¾; do. 6s, 1877, 95@100; do. 1900, 87@88; do. 6s, 1900 gold, 92¼@92½; N. W. Va. 3d mort., 1885, 95@100; Marietta and Cincinnati 1st pref., 15@18; do. 2d pref., 8@10; do. 1st mort. 7s, 1892, 103¾@104; do. 2d mort., 7s, 92¾@93¼; do. 3d mort. 8s, 82@82½; Central Ohio, 45@46; do. 1st mort., 93½@94; Western Maryland, 1st mort. 6s, 1890, 85@85; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@99; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 92@92; Virginia and Tennessee 2d mort. 6s, 74@80; do. 3d mort. 8s, 77¾@78½; Orange and Alexandria 1st mort. 6s, 85@90; do. 2d mort. 6s, 81@84; do. 3d mort. 8s, 76@80; do. 4th mort. 8s, 69@69½; Orange, Alex. and Manassas 7s, 79¾@80; Baltimore 6s, 1875, 101@101½; do. 1884, 101@102; do. 1886, 102@103½; do. 1890, 102@102¼; do. 1900, 101½@102; do. 1902, 102½@102½; do. 6s, exempt, 104@106; do. 5s, 83@90; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 108@109; do. 6s, 1890, 101@102; do. 6s, exempt, 108@109; do. 5s, 85@90; Virginia coupon 6s, old, 39½@41; do. new, 39½@41; do. consol. 6s, 56¾@57; do. coupons, 92@92¼; West Virginia, 12@13; City Passenger R. R., 23½@25; George's Creek Coal, 144@147; Atlantic Coal, 2.20@2.25; Santa Clara, 9.00@15.00; do. bonds, 29¼@29½; Canton Co., 50@70.

The Canadian Government advertises for tenders for the construction of the Georgian Bay branch of the Pacific Railway, and it is stated that in January the tenders will be required for the construction of the Lachine canal enlargement, and also for the Baiverte canal.

The Pacific Railroad Land Grants.

From the records of the General Land Office at Washington, it appears that the number of acres of land actually patented to the Pacific railroad companies under congressional land grants is as follows: Union Pacific Railroad, 709,954 acres; Central Pacific Railroad, 672,111 acres; Kansas Pacific Railroad, 413,000 acres. The number of acres selected, but withheld from patent by the order of Secretary Cox, Nov. 3, 1869, to await the completion of the roads, in accordance with the report of the "commission of five eminent citizens," was 283,222 acres by the Union Pacific, and 61,435 by the Central Pacific Company. These two roads having been now accepted as properly completed, are entitled to demand and receive patents (as heretofore stated) for the remainder of their land grants, which the general land office estimates will amount to 12,000,000 acres for the Union Pacific, and 9,100,000 acres for the Central Pacific company. The estimated quantity which the Kansas Pacific Railroad Company may receive under its grant is 6,000,000 acres.

The law of July 2, 1864, however, forbids the issuance of patents for lands to any Pacific Railroad Company until the cost of surveying, selecting and conveying the lands applied for shall have been first paid into the United States Treasury, and as there is no law requiring the companies to apply for patents unless they wish to, and no machinery has been provided for enforcing the provision of the act of 1864, that lands not sold by the railroads within three years after the completion of their roads shall be liable to be sold under the pre-emption laws for their benefit at \$1 25 per acre, the Pacific Railroad Companies may indefinitely delay the issuance of patents for these lands, and thus keep them exempt from taxation, although still reserved from general settlement and susceptible of sale by said corporations.

Little Rock and Ft. Smith Railroad.

A meeting of the holders of the first mortgage and land grant bonds of this company was held in Boston on the 21st inst., for the purpose of taking action to protect their interests, as the whole property of the company is to be sold December 10, under decree of foreclosure.

Mr. Frank Weld called the meeting to order, and Mr. A. E. Hildreth was elected the chairman and Edward L. Adams, secretary. Mr. C. W. Huntington, who has been to Arkansas investigating the affairs of the road, read a report.

Briefly an outline of the facts is that in order to save the land grants twenty miles of the road remain to be built between this time and May 1 next. The decree of foreclosure has been granted, and the sale will take place in December. Application has been made to Judge Dillon of Arkansas, of the United States Circuit Court, for power to be vested in the trustees to issue scrip which shall underlie both mortgages, with which to complete the rest of the road.

Judge Dillon did not refuse the application, but on the contrary intimated emphatically that he would grant power if necessary. The question is, whether the bondholders will advance money sufficient to wipe out the indebtedness of the mortgage, form a new company, complete the

remaining twenty miles of road between now and May 1, and thus save their investment, or take their chances of getting a pro rata share of the proceeds of the sale. Should they choose to take pro rata the proceeds of the sale, it is not at all probable that an immediate distribution of the proceeds will be made, because in order to make up his account for return to the court, the master will be obliged to take proofs concerning the validity of the bonds, which will create a delay in the final distribution of many months. There are a great many claims made against the company, but the judgments are less than \$50,000, so that after the mortgage sale whatever may be paid to creditors, not judgment creditors, will be entirely a matter of charity. There are some of these who are entitled to payment, which, should a new company be formed, would be made in bonds. There are \$3,500,000 of bonds issued on the road and \$5,000,000 on the land, and these will be sold separately under different decrees. The subject was then discussed at length of organizing a new company, appointing a committee to buy the road, &c., and much time consumed before any definite result was arrived at.

Finally Messrs. Hildreth, Huntington and Gookin were appointed a committee to nominate a committee to go and bid for the road, and by a subsequent motion the matter of fixing the limit for outside parties to come in was also referred to the same committee. No further or definite plan was adopted.

Nashua and Rochester Railroad.

It is expected that the formal opening of this road will take place at Worcester on the first of December—the last rail connecting the Nashua and Rochester Railroad with the Worcester and Nashua, near the junction with the Lowell and Nashua and Concord Railroads, having been laid on the 14th instant with appropriate ceremonies.

The Nashua and Rochester Railroad is 48 miles in length. At Rochester it connects with the Portland and Rochester Railroad, 52 miles in length—making the total distance from Nashua to Portland, 100 miles. The intermediate distances of the Nashua and Rochester Railroad are: from Nashua to West Windham, 7 miles; to Windham, 10 miles; to Hampstead, 15 miles; Sandown, 19 miles; Tremont, 24 miles; Epping, 28 miles; Lee, 33 miles; Barrington, 42 miles; Gonic, 46 miles; and to Rochester, 48 miles. The connections are: At Nashua, with the Boston, Lowell and Nashua, the Nashua and Wilton, the Concord and the Nashua, Acton and Boston roads; at Windham, with the Manchester and Lawrence; at Epping, with the Concord and Ports mouth, at Rochester, with the Dover and Winnipiseogee branch of the Boston and Maine, and the Portsmouth, Great Falls and Conway branch of the Eastern road. At Woodford's and Morrill's Corners, with the Maine Central road; at Worcester, with the Boston and Albany, the Norwich and Worcester, and the Providence and Worcester roads.

The capital stock of the Nashua and Rochester Road authorized by the New Hampshire Legislature is \$1,000,000, but for the time being is fixed by its directors at \$800,000. The Worcester and Nashua Road have subscribed \$200,000, the city of Nashua \$200,000 and the Portland and Rochester Road \$100,000, and the subscriptions by the towns along the line and individuals are liberal and complete. The entire cost of the road will not exceed \$1,500,000. To furnish funds to pay for the completion of the construction of the road first mortgage bonds, authorized by the New Hamp-

shire Legislature, and guaranteed, principal and interest, by the Worcester and Nashua Railroad, are issued. The Nashua and Rochester road is leased by the Worcester and Nashua road for 50 years, which road is to pay 6 per cent per annum rent on the whole cost of the road and taxes on the capital stock, said payments to be made semi-annually. Interest on the bonds and dividends on the capital stock are to be paid directly to the Board of Stockholders by the Treasurer of the Worcester and Nashua Railroad Company. The Worcester and Nashua road have also entered into a contract for 20 years, unless otherwise terminated by mutual agreement, with the Portland and Rochester road, which has been ratified by the City Council of Portland July 31, 1872, virtually making the road from Portland to Worcester one line, the three roads, Portland and Rochester, Nashua and Rochester, and Worcester and Nashua, pro rating all freight and passengers.

Interest and Dividends.

The coupons of the first mortgage bonds of the Wilmington, Columbia and Augusta Railroad Co., due December 1st, 1874, will be paid at the office of the Safe Deposit Company, Baltimore, on and after that date.

The Cape May and Millville Railroad Company announces a semi-annual dividend of 3 per cent, payable at the office of the company, at Camden, N. J., December 1.

On and after January 4, 1875, the State of Illinois will redeem at the American Exchange Bank, New York, Nos. 1 to 250 inclusive of the \$1,000 revenue deficit bonds issued to remove the lien of the city of Chicago on the Illinois and Michigan Canal.

Railroad Earnings.

The earnings of the Atlantic and Pacific Railroad for the week ending Nov. 14 were \$104,300 against \$87,307 for the corresponding week of 1873; increase \$16,993.

The earnings of the Philadelphia and Erie Railroad in October, 1874, were \$350,579 34, the expenses \$231,294 25, and the net proceeds \$119,285 09. The net proceeds for the ten months ending October 31, 1874, were \$796,672 70, against \$314,785 28 for the corresponding period of the previous year, an increase of \$481,887 42.

Col. L. P. Grant has been appointed Receiver of the Atlanta and Richmond Air Line Railroad; Gen. Geo. B. Wright has been appointed Receiver of the Indianapolis, Bloomington and Western Railroad; and Joseph Kenny and James E. Reeves have been appointed Receivers of the Fort Wayne, Muncie and Indiana Railroad.

The New Orleans, Mobile and Texas Railroad sections west of the Mississippi River were sold on the 18th inst. by the United States Marshal for \$450,000 to Frank M. Ames, son of the late Oakes Ames. A new company will probably be organized to complete the road to the Texas terminus.

The case of the State of Missouri against the Pacific Railroad of Missouri in the U. S. Supreme Court, has been decided in favor of the Railroad Company, thus confirming the validity of the transfer of the road to the company by the State.

Virginia State Debt.

Mr. John J. Mackinnon, representing the American Bond Funding and Banking Association (limited) of London, was in Richmond during the past week or ten days. He came to consult with Gov. Kemper, Treasurer Hunter, and some of the leading financiers of the city in regard to the debt of Virginia. His association is accredited for fair dealing and capacity to execute whatever they undertake by Duncan, Sherman & Co., of New York. Among its members and stockholders are many of the largest capitalists of Great Britain—such men as the Rothschilds, Barings, and Gilliat.

They propose to fund the entire debt of the Southern States, and have already opened negotiations with several Governors. The matter will be brought before the Legislatures of those States at the sessions to be held this Winter. In reference to the debt of Virginia, which amounts to about \$30,000,000, exclusive of past-due and unpaid interest, and the one third allotted to West Virginia, as her fair share of the *ante bellum* indebtedness, Mr. Mackinnon offered to fund it in bonds running ten years, and bearing four per cent interest in gold, or in bonds running twenty years, bearing five per cent interest in gold, the principal and interest to be paid only in London. The association prescribes as one of the conditions of the contract it proposes to make with the State, that the money to pay the principal and interest of the new funded debt shall be derived from a fixed portion of the revenue to be inviolably set apart for that purpose. To accomplish that end they furnish copies of such acts as it will be necessary for the General Assembly to pass to insure the desired success.

The scheme, it is said, was drawn up by eminent counsel in England and America. Its authors believe it is amply sufficient to secure the payment of interest and principal as they fall due. It provides that the Auditor shall every year levy such direct tax on the property of the State as will be sufficient to pay the interest and raise a sinking fund. The money raised by this taxation is to be kept separate from all other funds of the State, and is to be sacredly appropriated to the designated object. In case the Auditor refuses or neglects to raise this tax, according to the plan, any bondholder is to have the right to apply to the courts for a mandamus to compel him to do so; and the courts are to be armed with the power to make the Auditor execute his duties under the contract.

The new bonds are to be delivered by the State Treasurer to the association as fast as the association or their agents are ready to exchange therefor the outstanding bonds in sums not less than \$100,000. The association are represented to own or control at least \$15,000,000 of the present bonds of the State. They believe they will have no difficulty in selling the new bonds at a higher price than "consols" now command in the markets of the country, and thus will be able to retire the present six per cent debt of Virginia, and replace it with the proposed debt, bearing four per cent interest for ten years, or five per cent interest for twenty years. The whole funding process is practically to be carried on through this British association. The association, it is expected, will be reimbursed for its risk, trouble, and expense by the enhanced value of the new bonds over and above the present outstanding bonds. The new bonds, they calculate, will have such a value as will justify those who own "consols" in exchanging them therefor. In that way the tax-receivable coupons, now a constant source of irritation and trouble to the State, would nearly all be withdrawn from circulation.

Mr. Mackinnon left Richmond for the South yesterday. It was generally thought in financial circles, where the matter has been discussed for a week, that some understanding had been arrived at between the Governor and him. It was, however, believed that the Governor would not consent to recommend to the General Assembly to embark in the scheme unless it could arrange to have the bonds run for thirty years and yet bear no greater

interest than four per cent.—*Richmond Dispatch*, Nov. 17.

The Virginia State Debt.

A correspondent of the *Baltimore Sun*, writing from Richmond, Va., under date Nov. 16th, says that the Governor, in his message to the General Assembly, which will meet on the first Monday in December, "will have to report the proceedings of the recent conference of the State commissioners with the bondholders, from which no great amount of good other than the exchange of compliments was expected or resulted. But he will have a highly important proposition to submit from the great English corporation known as the American Bond Funding and Banking Association. That concern is composed of such men as the Barings, Rothschilds, and Gilliat, and is accredited to the Virginia authorities by Duncan, Sherman & Co., of New York. It proposes to relieve Virginia at one stroke from all her present embarrassment by funding the acknowledged debt of the State in four per cent. gold-bearing bonds, running ten years, or five per cent. gold-bearing bonds running twenty years. The present confessed debt of Virginia is \$30,000,000, principal and interest; \$2,000,000 past due and unpaid interest. Most of the bonds bear interest at six per cent., an obligation which the State finds herself unable to meet. She could probably pay four per cent., if an arrangement could be made for retiring the consols now in circulation having tax-receivable coupons attached. It is understood that the Governor is willing to recommend the adoption of the Englishmen's scheme, provided they will let the bonds run thirty years at the rate of four per cent. interest. It is a condition of the offer that the State shall enter into a contract with the Englishmen, setting apart such portion of the revenue as will be necessary to meet the accruing interest, which, with the principal, is to be paid in London."

Chesapeake and Ohio Canal.

At the regular monthly meeting of the canal board, held at Annapolis, Md., on the 17th inst., President Gorman submitted the following report:

The coal tonnage for the month of October was 103,514 tons, which is a decrease, as compared with the corresponding period of 1873, of 12,968 tons. The accrued revenue during the month from all sources was \$63,105 76. The ordinary expenses, pay of officers, &c., was \$16,561 19; balance over expenses, \$46,538 57. Balance in the various banks to the credit of the treasury was Nov. 1, \$100,850 10. The decrease in the tonnage and revenue of the company for the past month is, as the board is aware, alone attributable to the general depression of all branches of industry, which will still further decrease our revenue for the remainder of this season, but as the canal is now in better repair than for years past, considerable reduction can be made in the expenditures during the suspension of navigation.

The board adjourned to meet on the 9th of December.

The sale of the Paterson and Passiac and Paterson and Little Falls Railroads, which was to have taken place on the 20th inst., for non-payment of taxes for 1872, 1873, and 1874, was postponed until Friday, January 8, on the application of counsel for the roads. These are the only two horse railroads in Paterson, and neither has paid expenses since they commenced running. The former is \$4,000 in arrears and the latter \$2,500.

The Coal Trade.

The total of anthracite marketed for the week ending on the 14th instant amounted to, 465,933 tons, and for the coal year 16,824,757 tons, against 17,708,818 tons to corresponding time last year, being a decrease of 884,061 tons. The bituminous tonnage for the week is 61,831 tons, and for the year 2,953,885 tons, against 2,959,809 tons to same time last year, giving a total of all kinds for the week of 527,764 tons, and for the year of 19,778,642 tons, against 20,668,627 tons to the same time last year, being a decrease of 890,003 tons. The *Philadelphia Ledger*, from which the above is taken, adds:

There is rather more activity in coal for domestic uses, but no change in the markets abroad. Those great consumers of coal, the manufacturers of iron, are short of orders for iron, and consequently are using much less than the average amount of coal. Some of these manufacturers are complaining that the high prices of coal make high prices of iron, and that there would be more demand for iron and a greater amount of coal consumed if the coal combination did not hold the price of the latter so high. How this may be we cannot answer, but it is pretty well settled that there can be no relaxation in the prices of coal this year. Anthracite coal is now higher than at any previous period of the year, and yet for some departments the trade is on the increase.

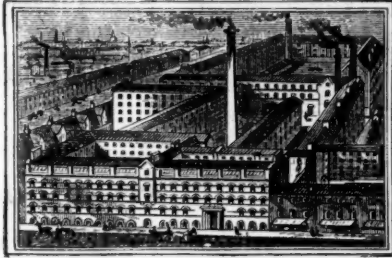
The Hempstead and Rockaway Railroad, which is operating as a branch of the Southern Railroad, from Valley Stream to Hempstead, has been sold at auction, with all its rolling stock and appurtenances, to the Brooklyn Trust Company, for the benefit of the bondholders, for \$50,000. The ownership of the road has been in dispute, but as this purchase gives the bondholders a clear title, it is probable that they will soon make a favorable sale of the property to the Southern Railroad Company, which has already purchased all right and title to the Hempstead and New York Railroad for \$50 over and above all liabilities. The latter road has its western terminus at Bay Ridge, and considerable work in grading, &c., has already been done upon it.

At a meeting of the directors of the Delaware Railroad Company, at Dover, Del., on the 5th instant, S. M. Felton, president of the company, presented a draft of an agreement between that company and the Philadelphia, Wilmington and Baltimore Railroad Company, providing for the guarantee by the latter company of \$650,000 of bonds proposed to be issued by the Delaware Railroad Company to pay off the loans falling due July 1, 1875. Resolutions were adopted approving the agreement, and the president authorized a director to carry out the objects thereof.

The charter of the Southside Railroad Company has been recorded in the executive chamber at Annapolis, Md., in accordance with law. Baltimore and Ellicott City are to be the termini of the road. The amount of stock is \$60,000, and the incorporators are Wm. Wilkens, James A. Gary, George J. Appold, Frank Frick, H. H. Grave, H. Simon and Talbot J. Taylor.

A new hot blast is being added to the furnace in Dauphin county, Pa. The probability is that the furnace will be kept in operation all winter, a contract having been made with the Pennsylvania Steel Company to furnish the Baldwin works with 2,000 tons of pig iron.

The Gallipolis and Columbus (Ohio) Railroad is graded to a point six miles north of McArthur or near to the south line of Hocking county. President Langly says he will continue north to Logan and west to Circleville and Urbana just as the amount of material aid furnished on either line may dictate.



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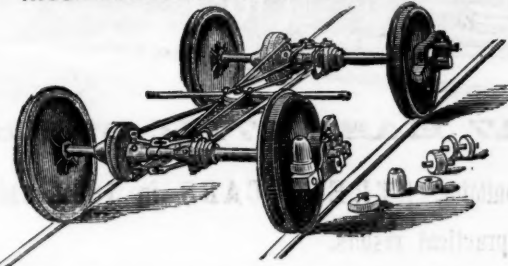
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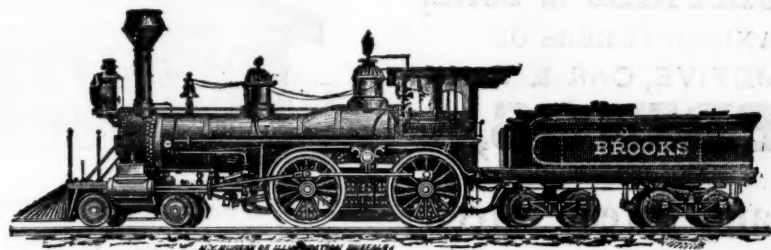
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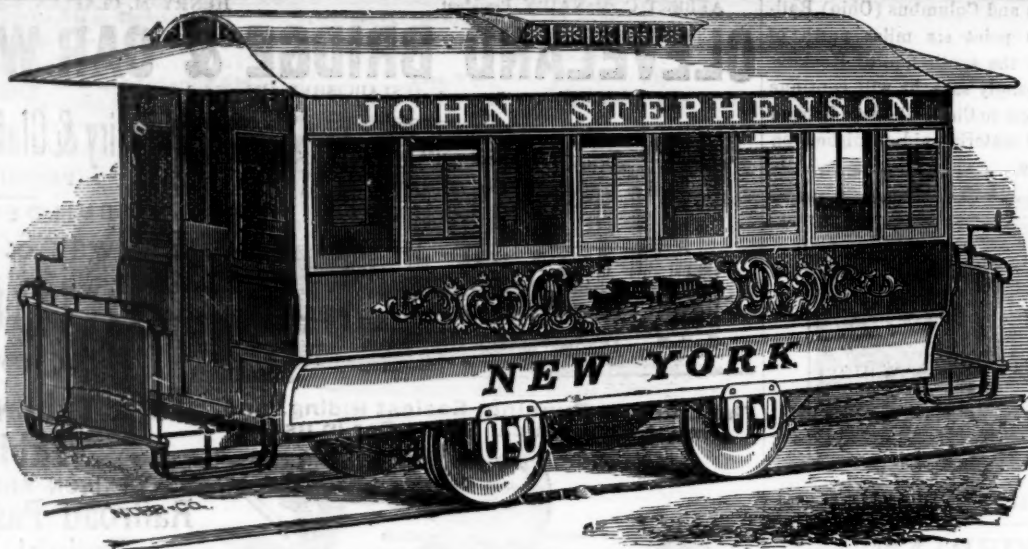
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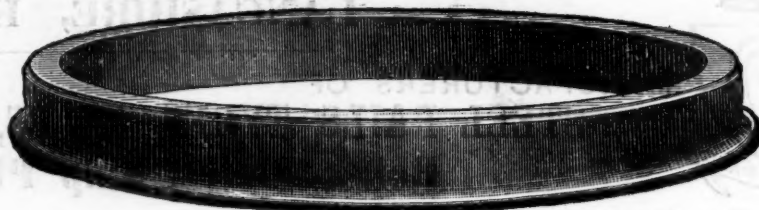
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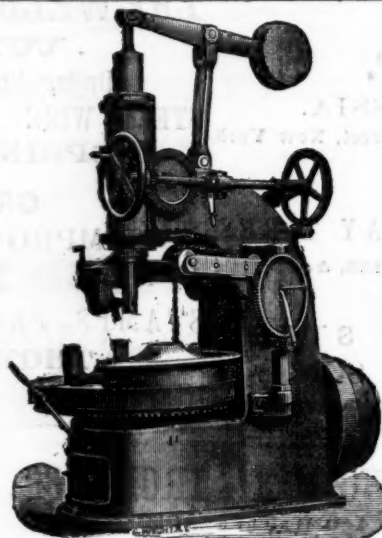
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